

Also, paper to accompany House bill 10768, for the relief of the heirs of E. Q. Cooper—to the Committee on War Claims.

By Mr. SNOOK: Resolution of Typographical Union No. 6, of New York, N. Y., in favor of increasing the compensation of letter carriers of first and second class post-offices—to the Committee on the Post-Office and Post-Roads.

Also, petition of Capt. O. V. Lewman, of the Ohio National Guard, favoring House bill 11654, for the reorganization of the National Guard—to the Committee on Militia.

By Mr. SPERRY: Resolution of Brotherhood of Boiler Makers, Union No. 61, New Haven, Conn., favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

Also, resolution of Brotherhood of Boiler Makers, Union No. 61, New Haven, Conn., advocating extension of Chinese-exclusion act—to the Committee on Foreign Affairs.

By Mr. STEVENS of Minnesota: Resolutions of International Association of Machinists, Butchers' Union No. 11, Stonecutters' Association, and Steam Engineers' Union No. 38, all of St. Paul, Minn., and of Stillwater Typographical Union, No. 432, of Stillwater, Minn., in favor of an educational test for immigrants—to the Committee on Immigration and Naturalization.

By Mr. TAYLOR of Alabama: Resolutions of Typographical Union No. 27, of Mobile, Ala., favoring extension of the Chinese-exclusion act—to the Committee on Foreign Affairs.

By Mr. THOMAS of North Carolina: Papers relating to the claim of Franklin Foy—to the Committee on War Claims.

By Mr. WADSWORTH: Resolutions of Cigar Makers' Union No. 119, Dansville, N. Y., for the exclusion of Chinese laborers from the United States and insular possessions—to the Committee on Foreign Affairs.

Also, resolution of Cigar Makers' Union No. 119, Dansville, N. Y., protesting against any change in the existing rates of duty on tobacco and cigars—to the Committee on Ways and Means.

Also, resolutions of J. H. McPherson Post, No. 444, Grand Army of the Republic, of York, N. Y., favoring the construction of war vessels in the United States navy-yards—to the Committee on Naval Affairs.

By Mr. WILSON: Resolution of United Retail Grocers' Association, of Brooklyn, N. Y., favoring the passage of the Mann pure-food bill—to the Committee on Interstate and Foreign Commerce.

Also, resolutions of New York Typographical Union, No. 6, and Eccentric Association of Engineers, No. 2, of Brooklyn, N. Y., favoring an increase of salaries for letter carriers—to the Committee on the Post-Office and Post-Roads.

SENATE.

SATURDAY, *March 15, 1902.*

Prayer by Rev. F. J. PRETTYMAN, D. D., of the city of Washington.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. BURROWS, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. Without objection, the Journal will stand approved. It is approved.

SUBTREASURY BUILDING AT SAN FRANCISCO.

The PRESIDENT pro tempore laid before the Senate the following communication from the Secretary of the Treasury; which was read:

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, March 13, 1902.

SIR: The assistant treasurer in the city of San Francisco has advised this office that he is unable longer to exchange silver certificates for standard silver dollars for want of vault room in which to store the coin.

There are something over \$2,000,000 in standard silver dollars now in the vaults of the subtreasury at San Francisco, and all available space is crowded to the utmost. Because of this congested condition the assistant treasurer is physically unable to obey the plain mandates of the statute.

The subtreasury building at San Francisco, erected nearly thirty years ago, is unfortunately located. It stands upon a narrow side street, which, in the language of the assistant treasurer, has been long since abandoned to Chinese, cheap liquor shops, and degraded white persons.

I attach hereto a copy of a letter received from the Treasurer of the United States explaining the situation somewhat more in detail, and I submit this communication that Congress may be fully advised of existing conditions, to the end that wise and adequate provision may be made for the rapidly growing business of the subtreasury at San Francisco. Two ways are suggested; either the erection of a separate structure or the construction of adequate vault room in the new custom-house about to be erected in that city, designed and set apart for the use of the subtreasury.

Respectfully,

L. M. SHAW, Secretary.

The PRESIDENT OF THE SENATE.

The PRESIDENT pro tempore. The Chair is a little uncertain as to where this communication should go. Shall it go to the Committee on Public Buildings and Grounds?

Mr. FAIRBANKS. I should think that that would be the proper reference.

The PRESIDENT pro tempore. The communication will be referred to the Committee on Public Buildings and Grounds and printed.

Mr. HOAR. I suggest that the committee report a measure that the Government shall spend the silver for a new building.

Mr. FAIRBANKS. I will state that the bill will be open to amendment when it is reported, and the Senator can move to amend it as he likes.

PETITIONS AND MEMORIALS.

Mr. MARTIN presented petitions of Farragut Post, No. 1, Department of Virginia, Grand Army of the Republic, of Portsmouth; of Journeymen Tailors' Local Union No. 40, of Norfolk; of Local Union No. 1873, United Mine Workers of America, of Pocohontas; of Machinists' Local Union No. 10, of Richmond, and of Typographical Union No. 60, of Roanoke, all in the State of Virginia, praying for the enactment of legislation authorizing the construction of war vessels in the navy-yards of the country; which were referred to the Committee on Naval Affairs.

He also presented petitions of Woodworkers' Local Union No. 181, of Norfolk; of the Carpenters and Joiners' Amalgamated Society, of Newport News; of Lodge No. 278, Retail Clerks' International Protective Association, of Roanoke; of Coopers' International Union No. 149, of Norfolk; of Bricklayers and Masons' International Union No. 3, of Newport News; of Bricklayers' Local Union No. 3, of Norfolk; of Local Union No. 68, Glass Bottle Blowers' Association, of Alexandria; of Carpenters and Joiners' Local Union No. 319, of Roanoke; of Tobacco Workers' Local Union No. 42, of Petersburg; of Cigar Makers' Local Union No. 113, of Richmond; of Cigar Makers' Local Union No. 240, of Norfolk; of Lodge No. 441, International Association of Machinists, of Portsmouth; of Old Hickory Lodge, No. 168, Brotherhood of Railway Conductors, of Roanoke; of Boiler Makers and Iron Ship Builders' Local Union No. 57, of Portsmouth; of Division No. 210, Order of Railway Conductors, of Roanoke; of Bricklayers and Masons' International Union No. 3, of Newport News; of Local Union No. 144, International Brotherhood of Blacksmiths, of Portsmouth; of Typographical Union No. 353, of Newport News; of Machinist Helpers' Local Union No. 9511, of Roanoke, and of sundry citizens of Loudoun, Alexandria, Prince William, and Augusta counties, all in the State of Virginia, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

He also presented petitions of sundry citizens of Richmond, Cuckoo, and Coates, all in the State of Virginia, praying for the adoption of an amendment to the Constitution to prohibit polygamy; which were referred to the Committee on the Judiciary.

Mr. KEAN presented petitions of 28 citizens of Bridgeton, 38 citizens of Finnerne, 5 citizens of Whitehouse, 20 citizens of Stockton, and 42 citizens of Cranbury, all in the State of New Jersey, praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which were ordered to lie on the table.

He also presented petitions of Hope Lodge, No. 202, Brotherhood of Railroad Trainmen, of Netcong; of Local Union No. 85, Order of Railway Telegraphers, of Trenton; of Local Division No. 307, Order of Railway Conductors, of Elizabeth; of Bricklayers and Masons' Local Union No. 30, of Princeton; of Printing Pressmen and Assistants' Local Union No. 99, of Elizabeth; of Carpenters' Local Union No. 167, of Elizabeth; of Typographical Union No. 8, of Newark, and of Bricklayers and Masons' Local Union No. 2, of Paterson, all of the American Federation of Labor, in the State of New Jersey, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. SCOTT presented the memorial of E. J. Bennett, of Eastbank, W. Va., remonstrating against the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which was ordered to lie on the table.

He also presented a petition of sundry citizens of Ritchie County, W. Va., praying for the reenactment of the Chinese-exclusion law; which was ordered to lie on the table.

He also presented a petition of sundry citizens of Mount Storm, W. Va., and a petition of the Farmers' Institute of Greenbrier County, W. Va., praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which were ordered to lie on the table.

Mr. HANSBROUGH presented the petition of J. C. Hoff and sundry other citizens of Minot, N. Dak., praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which was ordered to lie on the table.

Mr. ELKINS presented petitions of sundry citizens of Shafter and Hovatter, in the State of West Virginia, praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which were ordered to lie on the table.

He also presented petitions of Bottle Blowers' Local Union No. 59, American Federation; of Glass Workers' Union of Wheeling,

and of sundry citizens of Elkins and Lockhart, all in the State of West Virginia, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. HOAR presented a petition of Bay State Lodge, No. 88, Brotherhood of Railroad Trainmen, of Worcester, Mass., praying for the reenactment of the Chinese-exclusion law; which was ordered to lie on the table.

Mr. SPOONER presented petitions of Cigar Makers' Local Union No. 212, of West Superior; of Cigar Makers' International Union No. 287, of Marinette; of Local Division No. 46, Order of Railway Conductors, of Milwaukee, and of Fox River Division, No. 373, Order of Railway Conductors, of Green Bay, all in the State of Wisconsin, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. DEBOE presented petitions of sundry citizens of Louisville, Vanceburg, and Livermore, all in the State of Kentucky, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. BURTON presented petitions of Local Union No. 4, of Pittsburg; of Bricklayers and Masons' Local Union No. 3, of Topeka; of Local Union No. 40, of Leavenworth; of Local Union No. 41, of Topeka; of Beef Butchers' Local Union No. 4, of Kansas City; of Federal Labor Union, No. 8454, of Independence; of Leather Workers' Local Union No. 10, of Atchison; of Typographical Union No. 121, of Topeka; of Bricklayers' International Union No. 6, of Iola, and of the Industrial Council of Pittsburg, all of the American Federation of Labor; of sundry citizens of Leavenworth, and of the commissioner of labor and industry of the State of Kansas, of Topeka, all in the State of Kansas, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. QUARLES presented the petition of M. T. Allen and 47 other citizens of Waupaca, Wis., praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which was ordered to lie on the table.

He also presented the petition of Z. G. Roser and 109 other citizens of Merrill, Wis., praying for the enactment of legislation providing for the election of United States Senators by a direct vote of the people; which was referred to the Committee on Privileges and Elections.

He also presented a petition of the Grocers' Association of Appleton, Wis., praying for the enactment of legislation to prohibit the adulteration and sale of food products; which was referred to the Committee on Manufactures.

Mr. BATE presented a petition of 79 citizens of Crump, Tenn., praying for the enactment of legislation providing for the election of United States Senators by a direct vote of the people; which was referred to the Committee on Privileges and Elections.

He also presented a petition of 40 citizens of Rutherford County, Tenn., praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which was ordered to lie on the table.

He also presented a petition of Local Division No. 149, Order of Railway Conductors, of Jackson Tenn., praying for the reenactment of the Chinese-exclusion law; which was ordered to lie on the table.

Mr. SCOTT presented petitions of Sundry citizens of Perry, Branch, Arnettsville, and Moundsville, all in the State of West Virginia, praying for the passage of the so-called Grout bill, to regulate the manufacture and sale of oleomargarine; which was ordered to lie on the table.

He also presented petitions of sundry citizens of Dobbin, Wise, and Harrison County, of Bricklayers' Local Union No. 6, of Parkersburg, and Bricklayers' Local Union No. 4, of Fairmont, all in the State of West Virginia, praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

Mr. NELSON. I present a communication from the attorney-general of Minnesota inclosing resolutions of the legislature of that State asking for certain amendments to the judiciary act relative to the railroad merger case. I move that the communication and resolutions be printed as a document and referred to the Committee on the Judiciary.

The motion was agreed to.

Mr. FRYE presented a petition of Local Division No. 403, Order of Railway Conductors, of Bangor, Me., and a petition of Journeymen Barbers' Local Union No. 210, American Federation of Labor, of Portland, Me., praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

He also presented a memorial of the Republican party of the Territory of Hawaii, remonstrating against the establishment of a reservation for the confinement of lepers in the island of Molokai; which was referred to the Committee on Public Health and National Quarantine.

He also presented the petitions of V. S. Dunn and 30 other citizens of Norway, of A. J. Abbott and 26 other citizens of North Paris, and of F. H. Chapman and 100 other citizens of Bethel, all in the State of Maine, praying for the passage of the so-called

Grout bill, to regulate the manufacture and sale of oleomargarine; which were ordered to lie on the table.

REPORTS OF COMMITTEES.

Mr. SCOTT, from the Committee on Pensions, to whom was referred the bill (H. R. 1529) granting an increase of pension to John G. Brower, reported it with an amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (H. R. 4456) granting a pension to Ruth B. Osborne, reported it with an amendment, and submitted a report thereon.

He also, from the same committee, to whom were referred the following bills, reported them severally without amendment, and submitted reports thereon:

A bill (H. R. 2786) granting an increase of pension to William K. Hoffman;

A bill (H. R. 6864) granting an increase of pension to Milton A. Embick;

A bill (H. R. 7968) granting a pension to Norris L. Lungren; and

A bill (H. R. 7424) granting an increase of pension to John Craig.

Mr. CARMACK, from the Committee on Pensions, to whom was referred the bill (H. R. 2123) granting a pension to Elizabeth M. Folds, reported it without amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (H. R. 9397) granting a pension to John S. Lewis, reported it with an amendment, and submitted a report thereon.

Mr. McMILLAN, from the Committee on Commerce, to whom was referred the bill (H. R. 6300) to provide for the erection of a dwelling for the keeper of the light-house at Kewaunee, Wis., reported it without amendment, and submitted a report thereon.

He also, from the Committee on the District of Columbia, to whom was referred the bill (S. 4487) to relieve the property owners from the assessments laid for benefits for the extension and widening of Columbia road and present Sixteenth street, reported adversely thereon; and the bill was postponed indefinitely.

Mr. BERRY. I present for the Senator from Missouri [Mr. VEST], whom I expected to be here this morning to present himself, the views of the minority of the Committee on Commerce on the bill (S. 1348) to provide for ocean mail service between the United States and foreign ports, and the common defense; to promote commerce, and to encourage the deep-sea fisheries.

The PRESIDENT pro tempore. The views of the minority will be printed.

BILLS INTRODUCED.

Mr. DEBOE introduced a bill (S. 4532) granting an increase of pension to William R. Williams; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Pensions.

Mr. FAIRBANKS introduced a bill (S. 4533) granting an increase of pension to Harriet Billings; which was read twice by its title, and referred to the Committee on Pensions.

Mr. SPOONER introduced a bill (S. 4534) granting an increase of pension to George F. Fletcher; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Pensions.

Mr. HARRIS introduced a bill (S. 4535) granting an increase of pension to Lydia M. Granger; which was read twice by its title, and referred to the Committee on Pensions.

Mr. CARMACK introduced a bill (S. 4536) for the construction of a levee on the Colorado River, in Arizona, to improve the navigation thereof, and for other purposes; which was read twice by its title, and referred to the Committee on Commerce.

He also introduced a bill (S. 4537) to fix the salaries of the several chief justices and associate justices of the supreme courts of the Territories of Arizona, New Mexico, and Oklahoma at the rate now paid to the judges of the United States courts in Indian Territory; which was read twice by its title, and referred to the Committee on the Judiciary.

He also introduced a bill (S. 4538) to authorize the entry, location, operation, and development of mineral lands on the Indian reservations in the Territory of Arizona, and for other purposes; which was read twice by its title, and referred to the Committee on Indian Affairs.

He also introduced a bill (S. 4539) for the relief of the estate of Robert Connally, deceased; which was read twice by its title, and referred to the Committee on Claims.

He also introduced a bill (S. 4540) for the relief of the estate of George W. Curtis, deceased; which was read twice by its title, and referred to the Committee on Claims.

Mr. ELKINS introduced a bill (S. 4541) granting a pension to Sallie M. Nuzum; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 4542) to correct the military record of John E. Wool; which was read twice by its title, and referred to the Committee on Military Affairs.

Mr. KEARNS introduced a bill (S. 4543) granting an increase of pension to Eli Balderston; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 4544) granting an increase of pension to Phineas L. Squires; which was read twice by its title, and referred to the Committee on Pensions.

Mr. SCOTT introduced a bill (S. 4545) granting a pension to N. W. Maxwell for disease contracted while a prisoner of war; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Military Affairs.

Mr. MARTIN introduced a bill (S. 4546) to provide certain souvenir medals for the benefit of the Washington Monument Association, of Alexandria, Va.; which was read twice by its title, and referred to the Committee on Finance.

He also introduced a bill (S. 4547) to provide for the erection of a public building in the city of Portsmouth, in the State of Virginia; which was read twice by its title, and referred to the Committee on Public Buildings and Grounds.

Mr. SCOTT introduced a bill (S. 4548) for the relief of Bettie Eppes Minetree; which was read twice by its title, and referred to the Committee on Claims.

AMENDMENTS TO BILLS.

Mr. MALLORY submitted two amendments intended to be proposed by him to the bill (S. 1348) to provide for ocean mail service between the United States and foreign ports, and the common defense; to promote commerce and to encourage the deep-sea fisheries; which were ordered to lie on the table, and to be printed.

Mr. LODGE submitted an amendment intended to be proposed by him to the bill (S. 2960) to prohibit the coming into and to regulate the residence within the United States, its Territories, and all possessions and all territory under its jurisdiction, and the District of Columbia of Chinese persons and persons of Chinese descent; which was ordered to lie on the table, and to be printed.

Mr. PERKINS submitted an amendment proposing to appropriate \$7,800 in settlement of claims for private lands on the Round Valley Indian Reservation, in Mendocino County, Cal., on March 3, 1873, when these lands were reserved for Indian purposes, etc., intended to be proposed by him to the Indian appropriation bill; which was referred to the Committee on Indian Affairs, and ordered to be printed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. C. R. McKENNEY, its enrolling clerk, announced that the House had agreed to the amendments of the Senate to the following bills:

A bill (H. R. 3297) to correct the military record of William T. Pratt; and

A bill (H. R. 3762) for the relief of Emanuel Klauser.

The message also announced that the House had passed, with an amendment, the bill (S. 3267) to change the boundaries between the southern and central judicial districts of the Indian Territory; in which it requested the concurrence of the Senate.

The message further announced that the House had disagreed to the amendment of the Senate to the bill (H. R. 7675) to construct a light-house keeper's dwelling at Calumet Harbor, asks a conference with the Senate on the disagreeing votes of the two Houses thereon, and had appointed Mr. HEPBURN, Mr. MANN, and Mr. DAVEY managers at the conference on the part of the House.

The message also announced that the House had passed the following bills and joint resolutions; in which it requested the concurrence of the Senate:

A bill (H. R. 159) providing for free homesteads on the public lands for actual and bona fide settlers in the north one-half of the Colville Indian Reservation, State of Washington, and reserving the public lands for that purpose;

A bill (H. R. 1980) to establish a marine hospital at Savannah, Ga.;

A bill (H. R. 3084) for the relief of bona fide settlers in forest reservations;

A bill (H. R. 3136) for a public building for a marine hospital at Pittsburg, Pa.;

A bill (H. R. 3148) for a marine hospital at Buffalo, N. Y.;

A bill (H. R. 7034) for the relief of Navajo County, Ariz.;

A bill (H. R. 8736) ratifying the act of the Territorial legislature of Arizona, approved March 2, 1901, providing a fund for the erection of additional buildings for the University of Arizona;

A bill (H. R. 9334) to amend an act to prohibit the passage of special or local laws in the Territories to limit the Territorial indebtedness, etc.;

A bill (H. R. 9960) to prevent a false branding or marking of food and dairy products as to the State and Territory in which they are made or produced;

A bill (H. R. 11053) providing for the issuance of patent of the town site of Basin City, Wyo., to the municipal authorities thereof for the use and benefit of such town, and for other purposes;

A bill (H. R. 11354) making appropriations for the service of

the Post-Office Department for the fiscal year ending June 30, 1903;

A bill (H. R. 11997) granting to the Hawaii Ditch Company the right of way over public lands in the districts of North and South Kohala, in the island of Hawaii, for the purpose of constructing and maintaining ditches or canals and the necessary reservoirs, dams, and the like, for irrigation and domestic purposes in said districts;

A bill (H. R. 12095) to amend section 4883 of the Revised Statutes, relating to the signing of letters patent for inventions;

A joint resolution (H. J. Res. 103) relative to the disposition of patent specifications and drawings in the western district of Pennsylvania;

A joint resolution (H. J. Res. 161) authorizing the Secretary of War to loan tents to the Texas Reunion Association; and

A joint resolution (H. J. Res. 162) authorizing and requesting the President to extend to the Government and people of France and to the families of Marshal de Rochambeau and Marquis de Lafayette an invitation to join the Government and people of the United States in the dedication of the monument of Marshal de Rochambeau, to be unveiled in the city of Washington.

PROMOTION OF COMMERCE.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 1348) to provide for ocean mail service between the United States and foreign ports, and the common defense; to promote commerce and to encourage the deep-sea fisheries.

Mr. BERRY. Mr. President, there was a unanimous agreement to vote upon the bill at 3 o'clock on Monday. I do not know how many Senators are expected to address the Senate, but I should like to get unanimous consent that on Monday speeches shall be limited to fifteen minutes, and the time divided between the two sides. Probably all those who have long speeches to make can make them to-day. I think it would be fair that for the two or three hours on Monday there should be some equitable division of time. Several Senators have said that they would like to make very short speeches. I will ask anyway for consent that on Monday, after the bill comes before the Senate, speeches shall be limited to fifteen minutes on a side.

Mr. HOAR. Mr. President, I shall object to the last part of that request. I do not like to have the Senate get into the custom of a recognition of having two sides of a question.

Mr. BERRY. I did not include that.

Mr. HOAR. There may be three or four sides.

Mr. BERRY. I did not include that in the request. I asked that speeches be limited to fifteen minutes each.

Mr. HOAR. The Senator suggested that the time be equally divided between the two sides.

Mr. BERRY. I made that statement, but when I made the request I left that part out.

Mr. HOAR. I think that is right. The Chair will take care of that.

Mr. BERRY. I supposed so, and that is the reason why I left it out.

Mr. FRYE (Mr. SCOTT in the chair). Mr. President, I intended to give notice that I should like on Monday to have about a half hour. Of course I have had no opportunity to reply to any of the speeches which have been made, and being in the chair I do not feel at liberty to go from the chair and to be interrupting Senators when they are making their speeches.

Mr. BERRY. I will modify the request and ask that the bill be taken up at the conclusion of the morning business on Monday, and that speeches be limited to fifteen minutes each, except as to the Senator from Maine [Mr. FRYE], who shall have thirty minutes.

The PRESIDING OFFICER (Mr. SCOTT in the chair). Is there objection to the request?

Mr. BERRY. Is that satisfactory, that speeches should be limited to fifteen minutes except as to the Senator from Maine, who shall have thirty minutes?

Mr. FRYE. That ought to be satisfactory to the Senator from Maine.

Mr. BERRY. It is satisfactory to me.

Mr. FRYE. I am obliged to the Senator for making that request.

Mr. ALLISON. That is right.

The PRESIDING OFFICER. If there is no objection it will be so ordered.

Mr. CLAY. I desire to ask that if it is understood that the bill is to be taken up before 2 o'clock on Monday.

Mr. BERRY. I meant to ask that the bill be taken up immediately after the routine morning business—

Mr. CLAY. All right.

Mr. BERRY. And that speeches be limited to fifteen minutes, except as to the Senator from Maine, who shall have thirty minutes. That was the request.

The PRESIDING OFFICER. It is so ordered.

Mr. MONEY. I understand that the arrangement is to vote at 3 o'clock on the bill. Is that true?

The PRESIDING OFFICER. At 3 o'clock on Monday.

Mr. MONEY. In that case I would ask the Senate to meet earlier than the usual hour. I move that the Senate meet at 11 o'clock.

The PRESIDING OFFICER. The Senator from Mississippi moves that when the Senate adjourns to-day it adjourn to meet at 11 o'clock on Monday.

The motion was agreed to.

The PRESIDENT pro tempore. The morning business is closed, and the Senator from Colorado will proceed.

Mr. TELLER. Mr. President, I am informed that there are several Senators who desire to speak to-day if they have an opportunity, and I do not intend to speak at any great length upon this bill. In fact, I had not intended to speak at all on the bill until within a day or two.

I join, Mr. President, with everybody who wants to secure a merchant marine for the United States. I am inclined to think that the war vessels of the United States are about sufficient for our purpose, but we have not for the necessary carrying of our exports and imports such vessels as we ought to have. While in time of peace I do not see very much except sentiment in the suggestion of the necessity for American ships, I realize that if there should come a war between some of the great powers of the world under whose flag we are sailing some of our ships, we might have some trouble, and that the carrying capacity might be so lowered as to seriously interfere with the affairs of the country. To that extent I agree it is exceedingly desirable that we should have a merchant marine of our own. I do not think myself it would make much difference whether the American citizen sails his ship under our flag or the flag of some other nation, except as a mere matter of sentiment.

We pay out usually, it is said, \$200,000,000 in freight a year. I do not suppose anybody knows what we pay, but that is as good a figure as any other to put it. The greater part of it, of course, goes into the hands of foreigners. All of the money paid to foreign shipowners, of course, goes into foreign hands, but not necessarily all the money that is paid to ships sailed under foreign flags or documented in foreign lands. The Commissioner of Navigation tells us that we have about twice as much shipping owned by American citizens documented in foreign countries as we own documented in this country. The profit, whatever it may be, from that source comes to us. It comes to citizens of the United States. As I said yesterday, if there is any great sentiment in it we can put the American flag over every one of those ships owned by citizens of the United States or owned by corporations of which American citizens own a majority of the stock.

I have on various occasions expressed my anxiety on this subject, and I have voted, I believe, for every proposition that ever came up that commended itself to me as calculated to in any degree extend American ownership of the ships that carry the products of the United States to foreign lands. In 1891 I was induced by its supporters to vote for a bill that it was promised us would bring about a restoration of the position in the carrying trade of the world that we formerly occupied. After ten years of experience under it I do not find anybody who is willing to admit that it has been of any great benefit to us. It certainly did not do what it was promised it should do. It did not secure to us new markets. It did not secure to us ships sailing in sections of the world that we desire they should sail. Whatever money we have paid out over and above what we ought to have paid properly for the carrying of the United States mail has been a gratuity to the shipowners, and so far as the public is concerned it has been a waste.

Last year we had a proposition of a different method which we were told then, if we would adopt it, would certainly bring about a restoration of our carrying trade. I am not going to vote, Mr. President, for this bill, but I want to say that, in my judgment, while it is not a very satisfactory bill, it is infinitely preferable to the bill of the last Congress. It is a bill that it seems to me, unless there is favoritism in the Department, will give every shipowner at least a fair show, which the other bill did not, in my judgment.

If I believed what the Senator from Maine [Mr. FRYE] believes, that this bill would bring about what he believes it would bring about, I should vote for the bill on the same ground that I voted for the bill in 1891.

I should much prefer to try what the Senator from Ohio [Mr. FORAKER] spoke of yesterday, the old rule that we adopted in the very early history of this country, which worked admirably until we thought we were strong enough to do without it and abandoned it, and that is discriminating duties. I am not insensible to the fact that such a measure is objectionable to those who think that under no circumstances should we render any special

compensation to shipowners in order to induce the building of a merchant marine, but it has some advantages that this bill does not have. Under the discriminating duties nobody gets anything unless he earns it. Unless a shipowner brings the goods into the country or takes them out he gets nothing out of it. If he brings them in under discriminating duties, he gets a bounty for so doing—that is, he gets an advantage over any foreign shipowner, and to that extent we reduce the revenues, and therefore it may be said to be a bounty. But if he brings in foreign goods and has ships of a character also to take our exports, which he carries out, that is desirable, as we all admit.

Under this bill a shipowner, I suppose, will naturally get all the freight that he can, unless he enters into a combination with some other ship company that he will not carry freight, or that he will carry only a limited amount. But he gets the same whether he carries a full cargo or an empty cargo. In the bill of last year, which I think was very objectionable on account of other features, there was a provision that the shipowner should carry at least 50 per cent of the capacity of his ship in order to entitle him to the bounty which that bill provided for. This bill allows him to sail empty if he sees fit, and to return empty if he sees fit. In these days of combinations, in these days when great sums are paid by railroad companies and ship companies to other ship companies, provided that they will not interfere with the trade of some other ship organization or company, it is left open, I think, to the carrying of a very small freight with a fairly large bounty.

This bill is objectionable to me in another point. It does not provide for any new lines, and it will be like the act of 1891; we shall pay out our money on the old-established lines, if we pay it out at all.

The purpose of the bill is professedly to establish new lines, and we are told on the floor of the Senate by its advocates that that is what it will do. I realize that there is some trouble providing in a bill like this for the establishment of a line between the city of New York and some South American port, and yet I do not believe we are going to get any considerable increase of shipping to that section of the world unless we provide that the ships that are to have this bounty shall sail from New York to some port there.

The great export and import trade of this country is of course with Europe. We have not built up, and do not seem to be able to build up, any considerable trade in the South American countries. We have not up to the present time succeeded in building up a very large trade with Asiatic countries. There are more hopes of that, however, in the future than of the trade with South America, in my judgment. Twenty years ago I recall that we provided a commission to go to South America to secure, if possible, a greater trade. We sent three distinguished gentlemen down there, and they spent a year or so and came back, and I believe that after they came back the trade continued just about as before.

The truth is, Mr. President, that the trade perhaps is not quite sufficient between us and South American ports at the present time to induce shipowners to put on their lines, and if we are going into the bounty business it seems to me that that is the place where we ought to apply our bounty. Under this bill it may be possible to do that, but it is equally possible that not a dollar will go in that direction except to the lines that are now established. I am speaking now of the establishment of some new lines.

Mr. President, there is another view of this question which I wish to submit very briefly, and that is whether we can build ships in this country at the same cost at which they can be built in Europe. I was surprised when the chairman of the Committee on Commerce announced the other day that it costs 25 per cent more to build a ship in the United States than in a European shipyard, and that statement has been reiterated on the floor of the Senate by the friends of the bill. On the other hand, those who are opposed to the bill, those who do not take that view, have put into the RECORD what seems to me to be very positive evidence that there was a mistake as to that matter, and that if there was any difference in the cost it was so little that it could hardly be considered.

I know the Senator from Ohio [Mr. HANNA] said the evidence that you could not build an American ship as cheaply as you could build it in Europe was established by the fact that a large number of capitalists of New York had expended a very large sum, which I understand is \$15,000,000 to \$18,000,000, in the purchase of foreign-built ships. Mr. President, that does not establish the fact that they could not have bought American ships, if there had been any to be bought, just as cheaply as they bought those. The truth is that when they determined to organize a ship company of the kind they did they wanted the ships, and whether they could be built cheaper in the American yards or not, the American yards could not build them under the present conditions in less than from three to five years. I do not think I shall

misstate if I say that to-day no 10,000-ton ship can be built in any established yard in the United States under three or four years, not because of their lack of capacity to build, but because the yards have been already supplied with all the work that they can do. But under any circumstances one of these great ships could not be built under a couple of years.

The necessity of this new shipping organization was for immediate ships. They wanted them at once. They could not go to the public and raise \$15,000,000 and say you must lie out of your money for five years or four years or three years, whatever the time might be. So they bought the ships that were on hand and that could be bought.

The Senator from New York [Mr. DEPEW] said that they did not intend to sail them under the American flag, and I suppose they do not unless we change the law, simply because they can not. But I do not know why they should not come to Congress as they came twelve years ago, when Congress allowed them to put two amongst the largest ships then in use on the Atlantic Ocean under an American register, provided they would build two more in this country. The chairman of the Committee on Commerce told us yesterday that the two ships they built cost \$1,400,000 more than if built abroad, if I understood the figures aright. There was a good deal of confusion in the Chamber at the time, but I think that was the amount he stated.

The PRESIDENT pro tempore. One million one hundred thousand dollars.

Mr. TELLER. I thought it was \$1,400,000. He stated that for \$1,100,000 less the ships could have been built in a foreign yard. Mr. President, I do not know what the proof of that is, but it is very startling and surprising to me if that is a correct statement.

In the first place, if the Commissioner of Navigation is correct, who is supposed to know more about this matter than I do at least, because I am not a shipping man in any sense of the term, there is not any great advantage in documenting a ship in the United States. He says, at least, that there is practically none, and why should the great concern of which Mr. Griscom is the head and the principal man, as I understand, want to get two ships documented and be willing to put up as a bonus, for that is what it amounts to, \$1,100,000 for the privilege of running four ships under the American register?

Mr. BACON. Will the Senator please state in this connection what the advantage is?

Mr. TELLER. Mr. President, I do not know what it is, and nobody in this debate has told me what it is. I do not see any advantage that Mr. Morgan's company would have in registering these ships under an American register. I suppose there is some little advantage, but what it is I do not know, and the Commissioner substantially says that there is not any advantage.

Mr. BACON. In tonnage dues?

Mr. TELLER. Oh, I suppose there are some slight tonnage dues, perhaps; but not much.

Mr. TILLMAN. Could they not be admitted to the coastwise trade if given American registry?

Mr. TELLER. No; we did not allow those ships to enter the coastwise trade, as I recollect. I may be mistaken, but I think those ships were not allowed to enter the coastwise trade. I am pretty sure that they were not. As I said yesterday, they need not pay that great sum to fly our flag on their ships, because they can fly it now with a Belgian register, a Haitian register, if they want, or any other register in the world. When the time comes that these ships owned by American citizens are in trouble they appeal to the American Government and not to the government under which they are documented. Great Britain is not by international law under any obligation to take care of the ships that are documented in her register. They are not owned by citizens of Great Britain. The American citizen applies to the American Government and the Englishman applies to his Government for protection of property on the high seas.

Mr. RAWLINS. If it will not interrupt the Senator, I should like to direct his attention to this point. It has been suggested that in case of war between foreign countries the ship flying a foreign flag instead of our own might be at a disadvantage. In that connection, is there any reason why the ships which are now carrying the British flag in case of a war with some other country should assume an American register and fly the American flag so as to avoid the dangers that would otherwise be encountered?

Mr. TELLER. The law of nations is that no Englishman can come here and register his ship and run it under our flag in time of war to escape any liability that would exist as an English citizen. Our regulations provide for that now. If anybody desires to sell his ship to a citizen of the United States he must produce proof that it is a bona fide transaction, that it is not a sale in order to escape some risk that he might have as a Belgian citizen, or something of that kind. He must produce authority to show that it is a bona fide transaction before the citizen to whom he transfers

it is entitled to claim the protection of the United States Government.

Mr. RAWLINS. That answers, it seems to me, the very point on which I desired information. But assuming a war between the United States and a foreign country, would there not be considerable advantage in the fact that ships carrying our foreign exports and imports are under a foreign flag instead of our own?

Mr. TELLER. That is a question I do not feel quite competent to decide. The presumption of law is that when you see an American flag over a ship it is owned by an American citizen; that when you see a British flag over an American ship it is owned by a British citizen; but I believe that that is a fact to be determined, and if the fact is that it is a British subject who owns it with the American flag flying over it, or, vice versa, if it is an American ship with an English flag flying over it, it becomes subject to the rules of war when we are at war with any other power.

Mr. HOAR. Mr. President—

Mr. TELLER. I believe that would be the law, although I would not undertake to say at first blush absolutely that it is.

The PRESIDENT pro tempore. Does the Senator from Colorado yield to the Senator from Massachusetts?

Mr. TELLER. Certainly.

Mr. HOAR. Suppose our ships are sailing under the English flag and England be at war, what then?

Mr. TELLER. Then the presumption is that it is an English ship.

Mr. HOAR. I am not speaking of the presumption, I am speaking of the absolute disclosure of the fact in a prize court. If an American shipowner, flying the English flag when England is at war with Germany, is captured and taken into a German prize court, would they hold him to his election of the flag or go behind that and say it was an American ship?

Mr. TELLER. I think the prize court would very likely hold that it was an English ship. Whether the Government of the United States might then intervene under the general rule that every government must take care of the property of its own citizens on the high sea, is another question. Those are questions that I do not want to settle, because I do not know.

Mr. HOAR. I should like to suggest just there whether there is any general principle that a government must take care of its own citizens on the high seas when they are voluntarily flying a foreign flag.

Mr. TELLER. I do not know about that. We have denied to the American citizen the right to register his ship if he did not have his ship made in an American shipyard. It has been decided again and again that the right is a natural right to buy ships wherever they are made, and I do not believe that it would be possible to pass a law saying that no American citizen should own a foreign ship.

Mr. HOAR. I do not wish to interrupt the Senator, but the proposition which I suggest to him and suggest in connection with what he has said is this, that the flying of a foreign flag, however the man may have been driven into it, is an election on his part of the foreign protection instead of that of his own country, and if the foreign country be at war and the ship be captured he takes the consequences of that election.

Mr. TELLER. I should like to ask the Senator a question myself for information. Take the new shipping company that has bought out the English ship company and is practically an American company, because with a trifling exception they have all the stock that controls the company. I understand that some preferential stock belongs, perhaps, abroad. They put up the English flag, and it is an American corporation practically. It is American citizens who own it. Perhaps it would be a better illustration if I would say, suppose Mr. Morgan had bought one of these great ships, and, as he could not document it under our law, suppose he had documented it in Great Britain where it was built. Suppose, then, he puts up the British flag, will Great Britain take care of his rights on the high seas in a state of war? That is the question.

Mr. HOAR. I suppose so. Of course, that depends on her local arrangements; but I understand that registering a ship in England and flying the English flag over it is an election by the owner of the nationality of that vessel. Whether we drive him to it or not is another point. I understand, and when I say I understand I do not profess to know—I daresay the Senator who says he knows nothing about it knows a great deal more about it than I do—

Mr. TELLER. No; I did not say I did not know anything. I know some little about it.

Mr. HOAR. I have no doubt the Senator knows more about it than I do; but the impression under which I put the question was that that is an election of nationality for his ship, and that so far as he is concerned he must take the consequences, and can not help himself. So far as the country which registers the ship and lets him fly the flag is concerned, it is a question how far they will go in protecting him; and so far as the country capturing

him goes, it is for their discretion how far they will go in exonerating him. That is my impression as to what is the rule.

Mr. TELLER. If a large fleet of ships which had been built and documented in England and were run under her flag were owned by citizens of our country, I doubt very much whether Great Britain would be willing to assume the responsibility for those ships which she would assume with reference to ships owned by her own subjects.

Mr. HOAR. If they were fighting foreigners they would assume all the responsibility of damaging the nation with which they were at war.

Mr. TELLER. Those are not questions that we have particularly to deal with to-day.

Mr. HOAR. I beg the Senator's pardon.

Mr. TELLER. The time might come when we should have to deal with them. If there should be war between Great Britain and France, the people owning these ships, of which there are twice as many tons, according to the report of the Commissioner of Navigation, as are run under our own flag in the ocean trade, I suppose would be here in fifteen minutes with a bill under some terms to transfer their ships so that they could be documented in this country, and we should have to pass it in great haste. It would not take us fifteen minutes to do it, and we could not do otherwise.

We want and we must have the means of transportation; and, as suggested by the Senator from Georgia [Mr. BACON], we would want to protect the property of our own citizens. I understand that citizens of the city of New York have put from fifteen to eighteen million dollars in a line of steamships. That may be exaggerated. We have just as much interest in protecting the citizens of the United States who have that property as we have in protecting citizens who have \$100,000 invested in ships documented in the United States and flying our flag.

You can not attach any lack of patriotism to those people because their vessels are documented in a foreign country. That is what determines the character of a ship, and not the flag under which she sails, because, as I have shown, the owners of a vessel can run upon it our flag, if they see fit to do so, but naturally they feel, if they are privileged to document a ship in England, that they ought to run it under the flag of England.

But suppose a war should come on. In that case we should have to do, under pressure of circumstances, what we decline now to do. We decline now to allow any citizen of the United States to go to Europe and buy a ship, bring it here, place it under our registry, and put it under our flag in the proper sense of the term while it becomes an American-owned ship. There are a large number of instances in which we have allowed that to be done, but always under some special circumstances. I do not recall a particular instance now, but I can remember since I have been in the Senate a great number of bills granting American registers to ships passed in that way. I recall no instance where there was ever a controversy, except there was a little debate as to the *City of Paris* and the *City of New York* when it was proposed that they should be admitted to American registry. I believe I myself did have the temerity to suggest that if it was a good thing to allow the *City of Paris* and the *City of New York* to be registered here on condition that the owners of those vessels should build two other ships in this country, it would be a good thing to make the law general, so that if a man bought a ship in Europe he could register it in the United States if he would build here another ship of the same kind. There has been a pretty strong feeling in the United States that that ought to be done.

The late Secretary of the Treasury, in 1898 and 1899, recommended such legislation in very positive terms, and the Commissioner of Navigation in his last report recommends it. I do not know whether or not the late Secretary of the Treasury was a Republican; but I suppose at least that recommendation was upon Republican authority in that branch of the service. I do not know what the politics of the Commissioner of Navigation may be, but I know that he has also indorsed the proposition that our people should be allowed to buy foreign ships in order to establish an American merchant marine.

I have never until recently felt that it would be a wise thing to have what are called free ships, and I doubt now whether I should be ready to put the American shipyards in competition with those of Europe in building ships; but I am quite ready, and have been for ten years, barring the right of ships built in foreign yards to participate in the coastwise trade, to give to citizens of the United States the right to buy ships in foreign ports for the Atlantic and Pacific trade. I do not believe that any ship built in United States yards anywhere need cost 25 per cent or 10 per cent or 5 per cent more than a similar ship would cost in European yards.

But the truth is, Mr. President, we have been adding immensely to our domestic Navy because we have a domestic commerce so great that it has required practically all of the shipyards of this

country to supply that commerce and the few ships for foreign trade that our yards have built. Notwithstanding it was said here the other day by the junior Senator from New York [Mr. DEPEW] that there were no ships on the ways and that the men were all idle, or something of that kind, I say there is not any evidence which can be produced to-day here or anywhere else by any respectable authority to deny the proposition I am now going to make—that in the whole history of this country, since the decadence of our shipping began in 1855, there never has been as much demand upon our shipyards as there has been in the last two years and as there is to-day. There is not a shipyard in the United States of any considerable capacity that has not got plenty of work, not only for this year, but very much for the next.

The Commissioner of Navigation tells us that the last year was the best shipbuilding year ever known, not only in the United States, but throughout the world. We have held our own in shipbuilding when we take the ships we have built for the lake trade, the coastwise trade, and the other ships we have built. We began last year with 68 ships being built, and we entered into this fiscal year with 89 ships being built; the 68 ships being of smaller tonnage than the 89 ships—that is, the tonnage of the 89 will be greater in proportion than the number of ships—and yet we are told that we can not build ships. Why can we not build them, Mr. President? We have better timber. We have—I will not say better, but as good iron and steel as can be found anywhere else in the world, and iron and steel have been cheaper until the great trust was formed, when they put up the price. We have been shipping iron and steel to Europe to be used in shipbuilding in the last two years. I do not know that we have shipped any for the last eight or ten months since the trust went into operation, because they put up the price; but previous to that time we did ship to Europe material for the building of ships.

Mr. President, I want to read a few words from the report of the Commissioner of Navigation. As I have said, I do not know what the politics of the Commissioner of Navigation may be; but I know that he is an advocate of bounties for ships. As far as he dared to do so or could do so, consistently with the facts before him, all the way through in this report, he has attempted to show that it is necessary that some aid should be extended in order that our shipping should resume its proper place in the ocean trade. In the very beginning of his report he says:

The fiscal year ended June 30, 1901, has been the third successive year of notable prosperity and growth in the shipbuilding and shipowning industries of the United States and of the whole world. In every essential respect the record at home has surpassed even the remarkable records of the two preceding years. The extent and nature of the work under way or projected in our shipyards give promise that the current fiscal year will record a greater growth than that of the year just ended.

The total documented tonnage of the United States on June 30, 1901, has been exceeded but once in our history—on June 30, 1861.

He says further:

The total tonnage built in the United States during the past fiscal year was the greatest in our history, except during the years 1854 and 1855.

By the end of the current fiscal year possibly half of our tonnage in foreign trade for the first time will be steel steamers, the instrument of commerce which for some years has been chiefly employed by foreign nations.

The following table shows the geographical distribution, motive power, and material of construction, and trade of vessels of the United States for the fiscal year 1901, compared with the fiscal year 1900, and also for the construction for the two years.

In the table referred to there is at least 70,000 tons of shipping not counted, which belong to the Philippine service at the present time.

The Commissioner of Navigation again says:

While the increase in registered steam tonnage, 88,380 tons, is the largest in our history, it is to be regretted that of itself it does not indicate ability to compete with foreign shipping for the carrying trade.

Not only, Mr. President, have we built a great number of ships, but we have increased the size of them.

Again, the Commissioner says:

The hopeful feature of the figures rests in the fact that in 1900 the average size of our registered steam vessels was 1,010 gross tons, while in 1901 it was 1,210 gross tons.

During the past fiscal year 1,580 vessels of 483,489 gross tons have been built and documented in the United States.

Then he touches on the world's capacity, etc. I shall skip that. Further on the Commissioner says:

For the purpose at hand, accordingly, an analysis of the vessels of 1,000 tons or upward built in the United States will suffice. There were 112 such vessels, aggregating 311,778 gross tons, built and documented in this country during the past fiscal year.

Then follows in this report a list of vessels of over 1,000 tons, built in the United States and officially documented during the fiscal year ended June 30, 1901.

Mr. President, I said I was not going to take much time, and so I shall only call attention to a few of these matters, and then I shall conclude my remarks.

The Commissioner of Navigation says further in his report:

The total output of ocean steel steamers on the seaboard, 16, of 76,374 gross tons, is modest when compared with the corresponding construction of Great Britain and Germany, which devote themselves almost wholly to this form of construction.

Mr. President, other nations have not the great inland seas nor have they such an enormous coast line as we possess. A ship that leaves Portland and goes to Galveston is not considered in the ocean trade. That vessel is engaged in coastwise trade. So, I suppose, the ship that goes from San Francisco to Manila will also be considered as in the coastwise trade when we come to make up the statement of our position in the world's commerce.

In this report is a statement of all the ships that are now being built in the United States, and I submit that if any Senator has read this report he is not likely to state on the floor of the Senate that the shipbuilding industry of the United States is languishing. I commend this report to the Senators who have been insisting that we can not avoid, on account of the languishing condition of the industry of shipping, giving a bounty to the building of ships, or rather a bounty to the running of ships, which is supposed to induce the building of them.

I stated, Mr. President, that the price of steel in this country was lower than in Great Britain. During the year 1900 it was very much lower, and so it was during the fore part of the year 1901. The Commissioner of Navigation has not dealt with the later months, but I understand since that time the price has been raised in this country, so that it equals or perhaps exceeds that in Great Britain.

Mr. President, we are building ships, and we are building them, I think, as rapidly as the interest of the country requires that we should. A distinguished financier and operator has already built two of the greatest ships of the world on the New England coast, and he has two more being built. These ships are to run from Seattle to some point on the Asiatic coast. They are built in connection with a railroad, and I suppose it will not be denied that the purchase of the Leyland Line by Mr. Morgan and others was for the purpose of assisting railroads running into the great city of New York, so as to give them a continuous line from their Western termini to European ports.

We have reached a point in our history when the railroads are not going to stop at the coast. The railroad companies are going to build these ships, and just now when the tendency and the trend is to build ships for these great lines of railway, we are told that we must immediately assist in putting this languishing industry of shipping on its feet by the payment of bounties. There would perhaps have been some sense and some propriety ten years ago in passing a law of this character, but there is not any now, because it is not needed. There is not any great continental line of railroad that does not mean to have shipping of its own, not, perhaps, to be held in the name of the railroad company, but to be in friendly hands, so that the company can make its rates across the water to correspond with what it thinks are to its interest on land.

Mr. President, I want to commend to the Senators who are talking about this question an article in the *Statist*, an English paper of great merit and high authority, dealing with this question of shipbuilding in the world and in the United States. After dealing with the subject somewhat generally, the editorial says:

Yet it must be admitted that the advance made by the United States is very striking. The American output comprises 10 sailing vessels, aggregating 12,308 tons, and 118 steamers, aggregating 238,799 tons.

The item regarding the 118 steamers is intended to give the aggregate of that class of vessels, and the reference to sailing vessels is intended to give what they call not the aggregate of all but the average. Then the details are given in a long article. I do not intend to read it, but I want to call attention to what is said about these big ships:

But the work completed last year by American builders is nothing to the work they have on hand—

This is from the *Statist* of March 1, 1902—

Thus the Eastern Shipbuilding Company, New London, Conn., are to build 4 steamers of 21,000 tons, and 10,000 horsepower each, for the Great Northern Steamship Company—a total of 84,000 tons in one yard.

Then it gives the business of Newport yards, and so on.

Mr. President, I intended to give some further quotations from the report of the Commissioner of Navigation as to the propriety of our being allowed to buy ships; but as I understand a number of other Senators desire to speak, I will not spend the time to do it.

This is our condition: We have a very large tonnage, but, of course, that tonnage is largely what is called domestic; and yet it would be foreign if we were situated like some of the other countries of the world. The ship that crosses the English Channel to France, a mere step, is engaged in foreign trade when it enters a French port or a German port. But the ship that leaves New York and goes to Galveston, or Boston, or Portland, or some other port in the United States is engaged in the coastwise trade.

Senators seem to think that the ocean coastwise and the lake trade are not matters of any consequence; that we have got no commerce because we have not got it on the great Atlantic and Pacific oceans. Mr. President, we have got, with one exception, the greatest commerce in the world. True, it is the ocean coastwise trade and the lake trade, but it is just as much commerce as it is when a ship leaves the city of New York and goes to Liverpool or Southampton. The distance covered by a ship in the domestic trade is oftentimes as great as that covered by ships in the foreign trade; and if you take the trade on the Pacific coast, for instance, between San Francisco or San Diego and points on the Alaskan coast, the distance is greater than that which would be traversed in the foreign trade; and yet it is domestic commerce and does not figure, and so it is lost sight of by the Senators who insist that the great crying want now is ocean commerce—trade with some foreign country.

Of course, we have got a very large trade on the ocean, excelled only by Great Britain, and we have had it carried very largely, I will admit, in foreign ships. Why? Because they have been able to carry it by reason of the fact that they had built the ships. We have not built them, and why have we not built them? Mr. President, we have been building railroads and we have been doing a thousand other things that have employed American capital to better advantage than it could be employed in ships. In England they have had no opportunity to put their millions and hundreds of millions of dollars into railroads. But in our own country, in what was the unknown West, within forty years we have built 80,000 miles of as good railroads as the world has ever seen. West of the Mississippi River, where, when I first made my acquaintance with that country, there was not a single mile of railroad, to-day the railroads there represent an expenditure of millions and millions of dollars of American money; and there has been no more profitable investment than these great continental lines and their local connections. They are to-day returning to the men who own them an income greater than the whole national income was when I was born. They are declaring great dividends upon their earnings. That is why we have not been building ships.

We have probably gotten to the end of our efforts in building railroads, and the money which will now naturally go into ships, and has already commenced going into ships, will put us in time on an equal footing with the rest of the world. We have built the best railroads in the world, and I will state now, Mr. President, what it gives me great pleasure to state, that we have demonstrated how to run railroads as no other people in the world have been able to do, and recently the great railroads of Europe have sent commissions over here to see how it is that we are able to carry such tremendous loads.

Mr. President, I can recall when a car on any of the first-class roads carried 10 tons of freight. It was regarded as large a load as any car ought to carry. What do they carry now? We have quadrupled it, and more than that, and England to-day is substituting the great American car for her small car, and they are predicting an increased profit. The locomotive we ran on a first-class train forty years ago would not be used in a coal yard now, and the trains we haul now are four or five times as large as they were in those days. We have put great sums, as the Senator from New York [Mr. DEPEW] told us the other day, into railroads, and if you let this industry alone and deal fairly with the shipowners, then we will in time have a ship-owning class in the United States equal to what is demanded of us. If the foreign ship can carry freight cheaper than we can, it is going to carry it. I submit if there is any vice in our conditions, if there is any reason why we can not build ships as cheaply and operate them as cheaply as foreigners can with ships built in Europe or manned with European seamen, then as a business proposition we have to get out of the business.

I have figured a little upon this proposition, and I do not believe when you pay the bounties which you propose to pay you will put the American shipowner and the European shipowner on an equality, if the Senator from Maine and the Senator from Ohio are correct in their statements of the cost of construction and the cost of maintenance and the cost of operation. I do not agree to that, though. But if they are right about it, then they must devise some other and some better method, and the only method they can devise upon this line that I see is to increase the bounty, which we will have an opportunity to do whenever the shipowners start their ships and come to us and say: "We still can not compete."

Mr. President, if we will let this alone, I believe we will be all right. I do not believe the conditions are as Senators believe. If I did believe that they were, I would despair of any great improvement in this direction for some time to come. I do not believe it. I believe this great commerce of ours, these extraordinary exports we are sending out, which are to increase, in my judgment, and not decrease, will constitute an inducement for

American money to go into American ships, and I think if we are really anxious and really desirous of improving the condition the wise thing to do would be to say to every American shipowner, "If you wish to engage in the Atlantic or the Pacific trade, the ocean trade, not the coastwise trade, go and buy your ship where you can buy it cheapest and bring it here and it shall be documented as an American ship."

I believe that might help us some, because then they would not be compelled to wait two or three or five years for the ships to be built, for the great concerns in Europe are building ships all the time and looking for purchasers for them, which no American shipyard has done, because it did not need to do it; it had the work without doing it; it had the orders, and there was no necessity for it to engage in the speculation of building ships and waiting for a customer, as many of the foreign yards have been obliged to do.

I have here resolutions of a labor organization, which I desire to have inserted in the RECORD as a part of my remarks.

The PRESIDING OFFICER (Mr. BURTON in the chair). Without objection, the resolutions will be inserted in the RECORD.

The resolutions referred to are as follows:

OFFICE OF RECORDING SECRETARY,
ORDER OF KNIGHTS OF LABOR, D. A. 66,
Washington, D. C., March 14, 1902.

To the honorable the Senate of the United States:

GENTLEMEN: At a regular meeting of District Assembly 66 of the Knights of Labor, representing all the assemblies in the District of Columbia, the following resolutions were unanimously adopted:

Whereas there is now pending in the Senate of the United States a bill known as S. 1343 for the granting of ship subsidies; and

Whereas this subsidy, if granted, will simply amount to a gift of many millions of dollars annually of the taxes taken from the wealth producers of the country to a small coterie of enormously wealthy individuals and corporations; and

Whereas many of the men and corporations to whom it is proposed to grant this subsidy are engaged in criminal violations of the interstate-commerce and antitrust laws of the United States; and

Whereas no possible benefit can possibly come to labor, and much injury to the masses of the people will result from the enactment of this subsidy law, which is simply class legislation for the enrichment of a few trusts and corporations at the expense of the laborers, farmers, and legitimate business men: Therefore,

Resolved, That District Assembly 66, Knights of Labor, hereby renew our protest of last year against this subsidy legislation, and we earnestly call upon all friends of honest labor and honest government to defeat the enactment of the Frye subsidy bill or any similar class legislation; and

Resolved, That a copy of these resolutions be presented to the House of Representatives and the Senate of the United States.

THOS. P. O'DEA,
District Master Workman.
WM. L. DEWART,
District Secretary District Assembly 66, Knights of Labor.

Mr. HANNA obtained the floor.

Mr. PATTERSON. Mr. President—

Mr. HANNA. I yield to the Senator from Colorado.

Mr. PATTERSON. Mr. President, I have in my hand a memorandum prepared for the Chinese-exclusion commission of the State of California, apropos of the proposal of the International Seamen's Union of America, of the American Federation of Labor, and the Chinese-exclusion commission of California, that vessels under the American flag should not be permitted to employ in their crews Chinese persons not entitled to admission to the United States. I ask for the information of the Senate that it be printed in the CONGRESSIONAL RECORD.

Mr. COCKRELL. I suggest that the Senator have it printed as a separate document, and then it will be more accessible.

Mr. PATTERSON. I should prefer that. I ask unanimous consent that it be printed as a Senate document for the information of Senators before the vote is taken.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Colorado? The Chair hears none, and the order is made.

Mr. HANNA. Mr. President, the Senator from Colorado [Mr. TELLER] as well as others who have spoken upon the other side of this question have made the statement that our shipyards are entirely filled up with work and are likely to be for some time to come. He read from the report of the Commissioner of Navigation as to the amount of tonnage constructed and in process of construction to show that the present condition of shipbuilding in this country is better than it ever has been before, and I entirely agree with that proposition.

But with reference to the future, I have some figures from the Treasury Department which are probably up to date.

Mr. TELLER. From the Commissioner of Navigation?

Mr. HANNA. Yes; from the Commissioner of Navigation. By the way, it is strange how much is said about the Commissioner of Navigation in this discussion, because, forsooth, in the course of experience he has changed his opinions upon certain questions relating to our merchant marine, and now entertains opinions which seem to differ from those which he expressed in his earlier report, when he came fresh from the stronghold of Democracy, having absorbed in his youth and inexperience cer-

tain ideas. But as he was led to investigate the question and became familiar with the facts and studied the proposition, he was forced to the same conclusion that many others had arrived at earlier from their experience in reference to this question.

I think nearly every member of the Senate upon the other side who has spoken on this subject has alluded to that fact, rather holding up to ridicule and sarcasm the reports of the Commissioner of Navigation. I get information from that Bureau simply because, so far as I know, it is the only authorized medium through which such information can come from the statistical department of the Government.

This report says that during the month of January, in reply I have no doubt to a question, the following shipbuilding concerns reported to the Bureau of Navigation, Treasury Department, that they had no new contracts or new work in hand beyond work reported in June, 1901, and set forth in detail in the report of the Commissioner of Navigation, pages 147 to 154, inclusive: Newport News Shipbuilding Company, Newport News, Va.; Union Iron Works, San Francisco, Cal.; New York Shipbuilding Company, Camden, N. J.; Moran Brothers, Seattle, Wash.; Eastern Shipbuilding Company, Groton, Conn.; Maryland Steel Works, Sparrows Point, Md.; Neafie & Levy, Philadelphia, Pa.; John H. Dialogue, Camden, N. J., and Spedden Shipbuilding Company, Baltimore, Md.

The Cramp Shipbuilding Company reported a contract for building 1 oil-tank steamer, 3,500 tons, for the coasting trade.

The Trigg Shipbuilding Company, 1 tank steamer of the same description, and 1 small tug.

T. S. Marvel, Newburgh, N. Y., 1 ferryboat.

Roach's Yard, Chester, Pa., 1 local freight boat, of about 450 tons.

Harlan & Hollingsworth, 1 yacht, 1 ferryboat, 1 side-wheeler.

Risdon Iron Works, 1 steel towboat.

Bath Iron Works, 1 oil barge.

Pusey & Jones, 3 small vessels, each under 300 tons.

Burley Dry Dock, Staten Island, 1 oil barge and 1 tug.

Arthur Sewall Company, Bath, Me., 1 oil barge and 1 steel schooner.

The same concerns had, in the meantime, launched and brought to a greater or less extent near completion (some vessels being in operation at the present time), 19 vessels, aggregating 99,000 tons.

I subscribe to the declaration that our shipyards have been busier in the last year or two than ever before in our history, but they have been busy in the construction of vessels for the coastwise trade almost exclusively.

The statement has been made in the course of this debate that six or eight or possibly ten vessels for the foreign trade have been under construction at Baltimore, Philadelphia, and Newport News, a part of them by the American Transport Company, two of them by the American Line, so called—the International Navigation Company, and one or two vessels for the Spreckels Line from California to Australia. It has been stated that the reason why those vessels were put under construction is that it was anticipated that something would be done by the American Congress to help to build up the American merchant marine; and, as a Senator on the other side stated—and perhaps we will put it in that way—they were willing to gamble upon that prospect, and gave orders to have the ships built in this country. But the statement is made to-day that unless the privileges embodied in this bill are extended to those ships they will be operated under foreign flags, for the reasons, which have been stated, that they can not afford to run them under the American flag or under American register.

While the difference in cost between ships built on the other side and on this side of the Atlantic is great, it is the smallest part of this proposition, because the life of an iron or steel steamer, it would not be an exaggeration to say, is fifty to a hundred years, and if the difference in cost is charged off at the rate of 5 or 10 per cent every year you would soon eliminate it. But during those fifty or a hundred years, if the vessel is afloat and is operated, the difference in the cost of operation is going to make the investment an unprofitable one.

Now, with reference to the Great Lakes—

Mr. SPOONER. Will the Senator permit me, before he passes from that point, to ask a question for information?

Mr. HANNA. Certainly.

Mr. SPOONER. I understand the Senator to contend, and it is probably true, so far as I know, that the difference in cost of construction between this country and abroad is 25 per cent, and that the difference in cost of operation is from 30 to 33½ per cent.

Mr. HANNA. I have said from 25 to 30 per cent.

Mr. SPOONER. Twenty-five to 30 per cent. It is about the same now as it was at the last session, when we had the debate on the other bill?

Mr. HANNA. Yes.

Mr. SPOONER. At the last session, when the former bill was pending, the Senator stated, and the Senator from Maine stated, as I recollect it, that the subsidies provided for by that bill were simply adequate, and no more, to overcome the adverse conditions with respect to the cost of construction and operation. Am I wrong about that?

Mr. HANNA. I would not undertake to reply without referring to the language I used. Perhaps the Senator has it before him.

Mr. SPOONER. That the rates prescribed by the other bill were not more than adequate to overcome the adverse conditions.

Mr. HANNA. I will admit the proposition that the subsidies proposed were intended to overcome the difference between the cost of construction and operation in this country and abroad.

Mr. SPOONER. The Senator must have been of the opinion that they did that.

Mr. HANNA. Yes; as far as possible.

Mr. SPOONER. Now, the subsidies provided in the pending bill are confessedly less, are they not, than those provided in what is called the Hanna-Payne bill?

Mr. HANNA. Confessedly less? Do you ask me if the subsidies are confessedly less?

Mr. SPOONER. Yes.

Mr. HANNA. I believe it has been demonstrated and figured out accurately that the subsidies in this bill are less than in the bill which originally passed the Senate in 1891.

Mr. SPOONER. Oh, that I know. That has been demonstrated.

Mr. HANNA. Yes.

Mr. SPOONER. And the Commissioner of Navigation reports, and it was stated by the Senator from Maine, and I thought stated by the Senator from Ohio, although I do not assert it, that the rates of mail pay and the general subsidy provided for in this bill are less, considerably less, although the Senator from Maine did not know just how much, than the rates of subsidy prescribed by the Hanna-Payne bill.

Mr. HANNA. I have not made any such statement.

Mr. SPOONER. I have not said the Senator did. I said I thought so.

Mr. HANNA. The difference between this bill and the bill of 1901 is that in the former bill the subsidy was paid on speed allowance and mileage, and this is on tonnage.

Mr. SPOONER. Does the Senator contend, then, that the rates provided for by this bill are as high as those provided for by the last bill?

Mr. HANNA. It is on an entirely different basis. I would not answer the question without having made the figures.

Mr. SPOONER. I supposed the Senator had made the figures.

Mr. HANNA. I will take the opportunity to reply to the Senator when I get those figures.

Mr. SPOONER. My point is this: As the Senator will see, if they are less, and the others were simply adequate, this bill, if passed, would not overcome the adverse conditions and put our ships on an equality with foreign competitors.

Mr. HANNA. To figure it down as fine as that, the difference is so slight that I do not care to discuss it as an argument pro or con in connection with this proposition.

Mr. SPOONER. All right.

Mr. HANNA. I simply rose—not intending to take up the time of the Senate—to answer the argument of the Senator from Colorado in reference to the present conditions of this industry.

Passing to the Great Lakes, the greatest development in this country has been there, and it has been there because of the growing commerce from the Northwest and particularly from the mineral districts. There were shipped from the mines of Michigan, Minnesota, and Wisconsin last year 20,000,000 tons of iron ore to be manufactured into steel and iron. Besides that, the growing tonnage of our steel production causes an increased demand every year for a larger fleet, and, as I have said before, within my experience upon those lakes as interested in lake transportation, I have seen vessels grow from little wooden schooners of 500 tons to steel steamers to-day of 7,000 tons carrying capacity. It is the development of that industry which has created the demand for shipbuilding upon the lakes, so that every shipyard in the whole chain of lakes is busy to-day and will be busy all this year.

But that industry is protected by our coastwise laws, and it creates a demand for American ships. A very large amount of that iron ore goes into the manufacture of steel for the construction of ships, and that is part of my argument in this whole proposition. It is one contributing part toward the building up of this industry. If it requires iron ore to make steel, then it requires iron ore to build ships, and the carrying of the iron ore makes a demand for more ships upon the Great Lakes.

Whatever may have been the incentive to construct these eight or ten ships for the foreign trade during the last year, it is a fact that no more ships have been contracted for in any of the ship-

yards enumerated in this report for 1902, except a few tugs, a few oil-tank ships, two or three ferryboats, and vessels for the United States Navy. These are the only contracts in sight, and so far as I know the only contracts likely to be in sight for construction in any of these shipyards, unless there is an incentive given which will induce capital to invest in the industry.

Mr. ELKINS obtained the floor.

Mr. TELLER. Will the Senator from West Virginia allow me to make one suggestion?

Mr. ELKINS. Certainly.

Mr. TELLER. It is true, as stated by the Senator from Ohio, that the works on the lakes were very large. Of the 585 vessels constructed last year, 257, with a gross tonnage of 602,860, were built for the lakes, or about six-tenths of the whole was for the lakes and four-tenths for the seaboard.

Mr. HANNA. But, as I understand it, when you say the seaboard it means the coastwise trade.

Mr. TELLER. Most of it is for the coastwise trade, but not all of it. But I think that the Senator does not distinguish when he says we are building ships, that we are building just as good ships for the coastwise trade as anybody builds for the Atlantic or the Pacific trade.

[Mr. ELKINS addressed the Senate. His speech will appear hereafter.]

PRESIDENTIAL APPROVALS.

A message from the President of the United States, by Mr. O. L. PRUDEN, one of his secretaries, announced that the President had on the 14th instant approved and signed the following acts:

S. 646. An act for the purchase or construction of a launch for the customs service at and in the vicinity of Astoria, Oreg.; and

S. 3090. An act to approve and ratify an act of the legislative assembly of the Territory of Arizona entitled "An act to provide for the collection, arrangement, and display of the products of the Territory of Arizona at the international exposition to be held in St. Louis in 1903."

HOUSE BILLS REFERRED.

The following bills were severally read twice by their titles, and referred to the Committee on Public Lands:

A bill (H. R. 159) providing for free homesteads on the public lands for actual and bona fide settlers in the north one-half of the Colville Indian Reservation, State of Washington, and reserving the public lands for that purpose;

A bill (H. R. 3084) for the relief of bona fide settlers in forest reserves; and

A bill (H. R. 11053) providing for the issuance of patent to the town site of Basin City, Wyo., to the municipal authorities thereof for the use and benefit of said town, and for other purposes.

The following bills were severally read twice by their titles, and referred to the Committee on Public Buildings and Grounds:

A bill (H. R. 3136) for a public building for a marine hospital at Pittsburg, Pa.; and

A bill (H. R. 3148) for a marine hospital at Buffalo, N. Y.

The following bill and joint resolution were severally read twice by their titles, and referred to the Committee on Patents:

A bill (H. R. 12095) to amend section 4883 of the Revised Statutes, relating to the signing of letters patents for inventions; and

A joint resolution (H. J. Res. 103) relative to the disposition of patent specifications and drawings in the western district of Pennsylvania.

The following bills were severally read twice by their titles, and referred to the Committee on Territories:

A bill (H. R. 7034) for the relief of Navajo County, Ariz.;

A bill (H. R. 8736) ratifying the act of the Territorial legislature of Arizona, approved March 2, 1901, providing a fund for the erection of additional buildings for the University of Arizona; and

A bill (H. R. 9334) to amend an act to prohibit the passage of special or local laws in the Territories, to limit the Territorial indebtedness, etc.

The bill (H. R. 9960) to prevent a false branding or marking of food and dairy products as to the State or Territory in which they are made or produced was read twice by its title, and referred to the Committee on Agriculture and Forestry.

The bill (H. R. 11354) making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1903, was read twice by its title, and referred to the Committee on Post-Offices and Post-Roads.

The bill (H. R. 11997) granting to the Hawaii Ditch Company, Limited, the right of way over public lands in the districts of North and South Kohala, in the island of Hawaii, for the purpose of constructing and maintaining ditches or canals and the necessary reservoirs, dams, and the like for irrigation and domestic

purposes in said districts was read twice by its title, and referred to the Committee on Pacific Islands and Porto Rico.

JUDICIAL DISTRICTS OF INDIAN TERRITORY.

The PRESIDENT pro tempore laid before the Senate the amendment of the House of Representatives to the bill (S. 3267) to change the boundaries between the southern and central judicial districts of the Indian Territory, which was on page 1, line 4, to strike out all after the word "the," where it first occurs, down to and including "Territory," in line 10, and insert:

junction of Island Bayou and the Red River, up the Red River to the mouth of the Washita River, and up said river to the mouth of Butcherpen Creek, and north up said Butcherpen Creek to the township line between townships 4 and 5 south, in range 7 east, thence along said township line to the boundary line between the Choctaw and Chickasaw nations, in range 8 east, shall be added to the central judicial district of the Indian Territory.

Mr. HOAR. That amendment adopted by the House is merely a slight change in the description of the territory, which is to be set off from one district to another, and it was adopted in the House on the recommendation of the Department of Justice. I move that the amendment be concurred in.

The motion was agreed to.

LOAN OF TENTS TO THE TEXAS REUNION ASSOCIATION.

The joint resolution (H. J. Res. 161) authorizing the Secretary of War to loan tents to the Texas Reunion Association was read the first time by its title.

Mr. CULBERSON. Mr. President—

Mr. COCKRELL. The Committee on Military Affairs authorized me to report a similar joint resolution, which is on the Calendar.

Mr. CULBERSON. It is Order of Business 721 on the Calendar, Senate joint resolution No. 64.

Mr. COCKRELL. I think it is exactly the same as the House joint resolution. I have not compared them.

Mr. CULBERSON. As stated by the Senator from Missouri, the Senate Committee on Military Affairs have reported a similar joint resolution, word for word, favorably. I ask that the House joint resolution be put upon its passage and that Senate joint resolution No. 64, now on the Calendar, be indefinitely postponed.

The PRESIDENT pro tempore. The joint resolution will be read at length.

The joint resolution was read the second time at length, as follows:

Resolved, etc., That the Secretary of War be, and he is hereby, authorized to loan to the officers of the Texas Reunion Association such number of tents, poles, and pins as may be necessary for the accommodation of the Confederate reunion to be held at the city of Dallas, Tex., April 22 to April 25, 1902: *Provided,* That the Secretary of War shall, before delivering such property, take from such officers a good and sufficient bond for the safe return of said property in good order and condition; and the whole without expense to the United States.

The PRESIDENT pro tempore. Is there objection to the present consideration of the joint resolution?

There being no objection, the joint resolution was considered as in Committee of the Whole.

The joint resolution was reported to the Senate without amendment, ordered to a third reading, read the third time, and passed.

The PRESIDENT pro tempore. Order of Business No. 721, being Senate joint resolution No. 64, authorizing the Secretary of War to loan tents to the Texas Reunion Association will be indefinitely postponed.

MARINE HOSPITAL AT SAVANNAH, GA.

The PRESIDENT pro tempore laid before the Senate the bill (H. R. 1980) to establish a marine hospital at Savannah, Ga., which was read twice by its title.

Mr. CLAY. The Senate one day last week passed a Senate bill for this purpose, and sent it to the House. I ask that the vote by which the bill (S. 1545) to establish a marine hospital at Savannah, Ga., was passed be reconsidered, and that the House be requested to return the bill, and that it be indefinitely postponed. Then I ask that this bill may be taken up and passed.

The PRESIDENT pro tempore. The Senator from Georgia asks unanimous consent to enter a motion to reconsider the vote by which the Senate passed the bill indicated by him, and that it be recalled from the House of Representatives. Is there objection? The Chair hears none. The Senator from Georgia now asks for the present consideration of House bill 1980, it being the same as the Senate bill which was passed a few days ago. It will be read for the information of the Senate.

The Secretary read as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to purchase such land (or to use such land of the Government as may not be otherwise needed by the Government, or exchange or sell the same to purchase a suitable site) and to erect thereon such buildings as, in the opinion of the Supervising Surgeon-General of the Marine-Hospital Service, shall be necessary for a marine hospital at Savannah, Ga.

SEC. 2. That the limit of cost shall not exceed \$150,000 inclusive of the site, or \$125,000 exclusive of the site.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill.

The bill was reported to the Senate without amendment, ordered to a third reading, read the third time, and passed.

LIGHT KEEPER'S DWELLING AT CALUMET HARBOR, ILLINOIS.

The PRESIDENT pro tempore laid before the Senate the action of the House of Representatives disagreeing to the amendment of the Senate to the bill (H. R. 7675) to construct a light-house keeper's dwelling at Calumet Harbor, and asking a conference on the disagreeing votes of the two Houses thereon.

Mr. NELSON. I move that the Senate insist upon its amendment and agree to the conference asked by the House.

The motion was agreed to.

By unanimous consent, the President pro tempore was authorized to appoint the conferees on the part of the Senate; and Mr. McMILLAN, Mr. NELSON, and Mr. CLAY were appointed.

PROMOTION OF COMMERCE.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 1348) to provide for ocean mail service between the United States and foreign ports, and the common defense; to promote commerce, and to encourage the deep-sea fisheries.

Mr. BACON. Mr. President, I submit an amendment which I propose to offer at the proper time to the pending bill, which I ask may be read for information, and that it may be printed. Then I will ask leave to submit a word or two on the subject.

The PRESIDENT pro tempore. The amendment will be read.

The SECRETARY. Add at the end of section 1 as a part thereof the following proviso:

Provided, That no contract made under the provisions of this act shall be binding upon the Government of the United States until the same shall have been submitted to and approved by Congress.

Mr. BACON. Mr. President, I have been led to offer that amendment by something I heard said in the Senate by the honorable senior Senator from Iowa [Mr. ALLISON] in a colloquy which he had upon the floor of the Senate with the present occupant of the chair [Mr. FRYE].

I think it is an exceedingly serious proposition that this unlimited power to contract should be given to the Postmaster-General, and that, as expressed by the Senator from Iowa upon that occasion, Congress should thereafter have no further control over the matter. I ought to say that the question has been immediately brought to my recollection by what the Senator from Ohio [Mr. FORAKER] on yesterday said in speaking on this bill.

As I previously said, I do not profess to have very thorough knowledge as to the postal service, because I am not on any of the committees which call upon me to make a very minute investigation relative thereto, but upon inquiry I learn that there is no such latitude now allowed as to any contract made by the Postmaster-General concerning the land mail service. I think possibly four years is the outside limit of a contract which the Postmaster-General has the authority to make for the carriage of the mails on the land. This bill in the provision which gives the Postmaster-General a right at his discretion, in unlimited amounts and in unlimited service, extending over the whole world, to make contracts which are not to be less than five nor more than fifteen years, is certainly putting an immense responsibility and an immense power in the hands of that officer.

The Senator from Iowa, in speaking on this matter, made a suggestion which implies the fact that the passage of this bill practically takes out of the hands of Congress any control of this subject so long as one of these pending contracts may last. As expressed by him, it will result simply in one department of the executive branch of the Government drawing a warrant on another department of the executive branch of the Government, while the legislative department, which ought to control in all those matters—whether it does control the minute details or not, ought to have the thing sufficiently in hand always to be able to correct anything which may be found to be wrong, and also to give such directions as may be, in the opinion of the legislative branch, most conducive to the public service—the legislative branch will, as the bill now stands, have practically surrendered all control of it.

Mr. President, I presume that Senators who favor this bill will say that they regard contracts for many millions of dollars, when once made by the Postmaster-General for fifteen years, to be inviolable; that the parties with whom the contracts have been made will have gone forward in good faith upon the basis of those contracts in the expenditure of large sums of money in the construction of ships, and that it would be violative of good faith on the part of the Government thereafter to cut off one of these contracts before the expiration of the time. Of course, I do not see any answer to that. It is practically consenting, so far as we can consent, that future Congresses shall be bound, not one particular Congress, but all Congresses within fifteen years, by the

legislation which we now enact virtually depriving them of any moral right, at least, to repeal it.

In that connection, Mr. President, there is another thought, which was also suggested by what the Senator from Iowa said, and that is, that there is nothing in this bill which will secure the development of trade in the particular direction where it is most needed and where there will result to us the most benefit in such development. For this reason I wish to provide by this amendment for approval of the contracts, so that contracts will be made for the establishment of new routes where it is especially desirable to develop our trade. For instance, the Senator from Iowa alluded to the trade between the United States and South America. While it is contemplated, as suggested in the report of the committee, there is nothing in this bill which will secure the development of such trade, and the colloquy which I had with the distinguished Senator from Ohio on yesterday indicated that it is not probable that there will be any such development.

I was speaking yesterday of the fact that the contracts would be made by parties who would be looking after their own interests, and who would naturally seek contracts which would be the most remunerative to them. We can all see at once that the contracts which would be the most remunerative to them would be the contracts between New York or Philadelphia or Boston and the great commercial seaports of Europe; and in reference to that the Senator from Ohio asked me whether or not I would favor such increase in the subsidy for lines which were to be engaged in the South American trade as would be an inducement to these parties not to confine their contracts to the European trade, but to divert them to the South American trade. The honorable Senator, I should conclude, plainly thereby indicated his opinion that there would be less inducement to parties under this bill to enter into contracts for the running of steamship lines between the United States and South America, and that they would naturally go in the direction where there was a greater promise of pecuniary reward to them, which would be the direction I have indicated.

Mr. HANNA. If I may interrupt the Senator, do I understand him to say that I made that statement?

Mr. BACON. I do not know whether the Senator correctly understood my statement or not. He was conversing during a part of the time I was speaking, but I certainly understood him to make the statement as I have made it to-day. If I am in error, I shall be glad to be corrected by the honorable Senator. I will repeat it, in order that I may not be misunderstood by him.

I had said, Mr. President, that when on the floor yesterday, in making an inquiry, I had engaged in a short colloquy with the Senator from Ohio and I had suggested the fact that, under this bill, the contracts which would be made would be the contracts which would cover the routes which were the most remunerative, and that none of them would be made with South America.

The Senator from Ohio asked me the question, if I recollect correctly, whether I would be willing to increase the subsidy which would relate to the establishment of lines between the United States and South America in order to effect that result. That is all I quoted the Senator as saying. I then said that the conclusion drawn from that inquiry was that—not that the Senator said it—but that the conclusion drawn from that inquiry was that there would be less inducement to establish lines between the United States and South America, because there would be less remuneration, or the promise of less pecuniary reward, and that, therefore, a larger subsidy would be needed for those particular routes in order to secure the establishment of those lines. Now, if I misrepresent the Senator in that, I shall be glad to be corrected.

Mr. HANNA. My objection is that the Senator should draw his conclusions of what was in my mind. I had no such idea at all.

Mr. BACON. That may all be so; but I quoted what the Senator said, and I said that the question—

Mr. HANNA. The Senator may draw his own conclusions from what I have said, but I am not bound to adopt them.

Mr. BACON. Certainly not; but I draw my own conclusions. I do not say that the Senator must adopt my conclusions, but I say when the Senator makes an inquiry of that kind, that conclusion is the one naturally to follow. I certainly thought the Senator had that conclusion in his mind. I see no escape from that conclusion, because, unless that conclusion is justifiable, there would be no point that I could see in the inquiry of the Senator, whether I would favor an increased subsidy to secure the establishment of lines going to that particular region.

In that connection, Mr. President, I want to say another word, which I was about to say when the Senator made the inquiry of me. The term "subsidy" has no special terror for me, and if the Senator had a bill here, or, I should say, if there was a bill pending in the Senate, which proposed to give an increased compensation for the carrying of the mails between the United States and South American ports, for instance, greater than would be

paid under ordinary circumstances in order to induce the establishment of lines that would open to us that valuable trade, an increase definite and reasonable, I would not hesitate to support such a bill. It may be that some of my colleagues on this side of the Chamber would not agree with me in that particular. I am, however, opposed to bonuses which do not have that effect, and do not have that purpose, but which are intended—I say "intended," but I will change that word as it may not be understood in the way in which I use it—the effect of which will be to give compensation to those who do not need it, and the effect of which will not be to accomplish the great purpose which I think we should have in view, if such a bill is to be passed, which is to build up trade where it does not now exist.

There is no trouble, Mr. President, about trade between the United States and Europe or the carriage of freight that we have to send or to receive, and in that connection I want to call the Senate's attention to one fact in connection with the statement made here that the great English lines have been bought by Americans. Really the strongest argument against foreign ships carrying our freight is the fact that the hundreds of millions of dollars paid out for the carriage of that freight goes into the pockets of foreigners, but if those ships are owned in America that argument no longer lasts, and the hundreds of millions of dollars which have heretofore gone into English pockets, if the ships have been bought by Americans, will now go into American pockets, and there is no longer that reason for the proposed subsidy; and this is not affected by the fact that the ships purchased are under the British flag.

Mr. President, the object and purpose I had in asking the indulgence of the Senate at this time was to secure permission to put in the RECORD some very valuable tables which have been prepared, and which I think are illustrative of the character of this bill. I have not myself prepared these tables. I am not skilled in that line, even if I had the time; but they have been prepared by an able statistician, and they are prepared from records. Of course, if they are inaccurate, that inaccuracy can easily be detected.

One of the arguments against the pending ship-subsidy bill and one of the most glaring of its fundamentally unjust features is that the great bulk of the pecuniary benefits derived from it would be secured by a few of the existing fast mail and passenger steamers and their owners, and that the benefits derived by the freight-carrying boats would be comparatively insignificant. I have here the figures showing the large amount and the large proportion of the whole amount which will be received by the existing fast boats. They are easily ascertainable, and have been stated in the Senate and elsewhere repeatedly, not only in this debate, but in the press and otherwise.

The figures of the amounts that will probably be secured by the slow freight boats are not so easily ascertainable, because the number and the tonnage of these boats and the number of miles which they travel in a year can not be computed as closely as in the case of mail steamers, but for the purpose of assisting in the procurement of accurate information in regard to the figures under the general subsidy title I submit a list of the vessels carrying exports from all ports of the United States to foreign countries during certain periods of the year 1900, together with the tonnage and speed of the vessels and the nature and value of their cargoes.

I desire, however, to have a few specimens of these statistics inserted in the RECORD as part of my remarks, and for this purpose I submit the statistics of five representative ports of the United States in different sections of the country, namely, Boston, New York, Savannah, Galveston, and San Francisco. The main point to be derived from them is that the great bulk of foreign exports hitherto has gone out of the country in small and very slow boats, of which only a very small number, probably not more than 1 per cent, would be available for mail subsidy under the bill. The list will show an astonishingly large number of small craft, including many of less than 1,000 tons burden, which therefore will be unavailable for any of the subsidy under the bill.

Mr. President, I will say that anyone who will look at these tables will be surprised at the fact which I have just stated as to the very large amount of our export trade that is carried out in ships under 1,000 tons burden, and almost all of it, comparatively speaking, in vessels of not over 14 knots per hour.

Mr. PERKINS. May I ask the Senator a question?

Mr. BACON. Certainly.

Mr. PERKINS. It is quite important that we should know who is the author of these tables, as the Senator himself disclaims the authorship, and I ask whether they were prepared in the Treasury Department, where they could be verified?

Mr. BACON. No, they were not; but I am going to have them printed, and the Senator can verify them if he wishes. I have not verified them myself, and so stated in the beginning. I believe, however, that they are correct. I will state to the Senator

that I will give him the character of the tables, in order that he may judge.

Mr. PERKINS. If the Senator pleases, as to the tables which several of us have furnished, we have given the authority for them when we were not able to vouch for them ourselves. If the Senator from Georgia himself vouches for these tables as being correct, it would be perhaps impertinent or improper on my part to ask for the name of the author of them; but as they will go into the official RECORD and will be referred to hereafter, it is only proper that we should have the Senator from Georgia vouch for them or verify them or give us the name of the author.

Mr. BACON. Mr. President, I will vouch for them to the extent that I will say that I have not any doubt whatever as to their entire accuracy. I will give the Senator, in order that he may not be unduly concerned before he has an opportunity to see for himself the character of these tables, the assurance that they are not calculations of an obscure character, where figures are sometimes made to lie, but they are simply statements giving the name of the vessels, the tonnage, the speed, and, in the particular table I have before me, which relates to the carriage of wheat, the number of barrels and the value of the cargo, all of which is, of course, as the Senator knows much better than the remainder of us, obtained from records which are accessible to all, and where falsification of them could bring nothing but disgrace on the man who should attempt it.

Mr. TILLMAN. Mr. President—

The PRESIDENT pro tempore. Does the Senator from Georgia yield to the Senator from South Carolina?

Mr. BACON. With pleasure.

Mr. TILLMAN. Is there a statement there as to the time within which these cargoes have left?

Mr. BACON. Yes.

Mr. TILLMAN. I just wanted to know, because there should be some limitation as to the time and the location.

Mr. BACON. There is. The heading of this particular table I have before me, for instance, reads in this way:

Table showing the amount and value of flour exported from Boston, Mass., by the different vessels engaged in the foreign trade from that port for the ten months ending October 31, 1900. (When speed is not stated, it is below 12 knots.)

That is the heading of the table. Then begins the names of the ships, beginning with the *Alecto*, and giving the tonnage, speed, cargo, and value.

I will state that the ships are arranged not with reference to the date of sailing, but are arranged alphabetically for convenience, and they are all within that period of ten months ending October 31, 1900.

Mr. TILLMAN. So that they can be verified by consulting the records in the custom-house at Boston?

Mr. BACON. Yes. The first one is the ship *Alecto*; gross tonnage, 3,607 tons; speed, 13½ knots; barrels of flour, 34,690; value, \$125,716, and so on through, giving the name of every ship that is cleared from Boston during those ten months carrying these particular articles of trade.

The simplicity of the statements, reciting the name of the ship, her tonnage, her speed, what her cargo consisted of, and the value of it—I say the simplicity of those items, not involved in any occult or obscure calculation—makes the verification of them of the simplest and easiest character.

Mr. KEAN. Why can not the Senator from Georgia verify it by giving the source of his information?

Mr. BACON. Well, Mr. President, suppose the Senator from New Jersey or any other Senator here should pause to give the source of his information in every case. It is an entirely respectable source, however, and I will vouch for it. To that extent the Senator need not be afraid of it; and why should the Senators be so disturbed? They will probably be disturbed when they see the tables.

Mr. KEAN. I want to have the Senator accurate in his statement. I presume he has authority for it.

Mr. BACON. In the port of Boston there are the official records which will prove the truth of each one of these statements, and I have not the slightest hesitation in saying that I have not the least doubt of their accuracy. I state that in my place as a Senator. Does the Senator want more?

Mr. ALLISON. Mr. President, I wish the Senator would again state what is included in those tables. Do they refer to American ships only or to all ships?

Mr. BACON. All ships.

Mr. ALLISON. Sail and steam?

Mr. BACON. Yes, sir, all ships; and they show the amounts of these particular articles of production in this country—flour, corn, wheat, and other things—the purpose of the tables being to show the fact that the large bulk, almost the entire bulk, of these great products of this country are carried in slow vessels, almost all of them vessels under 14 knots in speed, and a very large pro-

portion of these products is carried in small vessels under 1,000 tons, which would not receive any benefit from this bill if they were all American vessels. Now, certainly that is a most important fact to be shown. Of course, it is impracticable for me to read, though if Senators desire it I will not shirk the task of reading this entire list before it is printed.

Mr. KEAN. Oh, well, if the Senator will not verify what he states there is no use of his reading it.

Mr. BACON. I did not have the pleasure of hearing the Senator.

Mr. KEAN. I only said, of course if the Senator did not wish to verify the list it is not necessary to read it.

Mr. BACON. I have sufficiently informed myself to have no doubt as to the accuracy of the list, and I have stated that fact in my place as a Senator.

Mr. ALLISON. May I ask the Senator a question?

The PRESIDENT pro tempore. Does the Senator from Georgia yield to the Senator from Iowa?

Mr. BACON. Certainly.

Mr. ALLISON. I understood the Senator to say that vessels such as are described in that paper would not receive any benefit under this bill.

Mr. BACON. A very large proportion of them would not, if they were American vessels.

Mr. ALLISON. Well, I submit to the Senator that under title 2 any vessel that can sail on the ocean and reach a foreign port would get a subsidy under that schedule.

Mr. BACON. That is true; but there is a limitation here of a thousand tons.

Mr. BERRY. Will the Senator allow me to interrupt him for a moment?

Mr. BACON. Certainly.

Mr. BERRY. I understood the Senator from Maine [Mr. FRYE] to say the other day, in answer to an interrogatory of the Senator from Iowa [Mr. ALLISON], that he would find by the bill that vessels of less than a thousand tons would get no subsidy. I so understood him.

Mr. BACON. That was my understanding.

Mr. BERRY. The Senator from Iowa says it is not in the bill. The PRESIDENT pro tempore. The junior Senator from Maine was mistaken in that statement.

Mr. BERRY. All vessels, then, get the subsidy, without regard to their tonnage?

Mr. BACON. Well, Mr. President, there is a gradation of ships according to the different classes, and, of course, when I said that certain vessels would get no subsidy, possibly, under the present announcement the statement would be inaccurate, but it would be true that the benefits received would be very much minimized by the fact of the smaller class of ships doing a very large part of this trade. They might receive the subsidy under title 2.

Mr. CLAY. They would not receive it under the provisions in regard to mail pay.

Mr. BACON. That is the part of the bill I have before me now. They would not receive it under the first title, because that is limited, as I understand it, to vessels of 14 knots and over. Am I not correct in that?

Mr. CLAY. I think so.

Mr. BACON. It is limited to vessels of 14 knots and over.

Mr. President, it is a fact that almost the entire freight for transportation abroad is carried by ships which would be excluded from the benefits of this bill under the first title, because almost every one of them is under 14 knots and under 2,000 tons. I will not say that almost every one of them is under 2,000 tons, but a very large proportion of them are under 2,000 tons.

In this connection I desire to call attention, without going through an analysis of these various tables, to just one fact with reference to the ports of Boston, Galveston, and Savannah. The statistics of shipping for the port of Boston show that for the ten months ending October 31, 1900, among 55 steamers carrying wheat from that port to foreign ports, with cargoes valued at more than \$6,000,000, only 5 out of the 55 were of 14 knots or over. From Galveston, out of 213 vessels, only 1 was of 14 knots; and from Savannah, out of 103 vessels, not a single one had a speed of 14 knots.

Those ships are evidently constructed with reference to the economical carriage of freight. They constitute, I have no doubt, the great fleet of tramps, which are the cheap freight-carrying vessels of the world, and in order to compete with them we must have vessels of a similar class, and the point of these tables is to show—not with reference to title 2, but with reference to title 1—that the great bulk of the freight that is exported from this country is exported in vessels of a class which would not get a penny under the first title of this bill, and that all of this vast sum of money, which the Senator from Maine stated after five years would amount to \$4,700,000 in one year, is to go to a few favored

large, fast mail steamship lines, which at last will not carry the great commerce of the country.

Now these tables will show that if all of these ships now carrying the great products of this country from American ports to foreign ports were under American registry and otherwise entitled to make contracts, their size and speed would exclude them all from the benefits of this bill. I ask leave to insert these tables in the RECORD as a part of my remarks.

The PRESIDENT pro tempore. The Chair hears no objection. The tables referred to are as follows:

Table showing the amount and value of flour exported from Boston, Mass., by the different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

[When speed is not stated, it is below 12 knots.]

Ship.	Tonnage, gross.	Speed.	Barrels.	Value.
		<i>Knots.</i>		
Alecto	3,607	13½	34,690	\$125,716
Anglian	5,532		53,794	195,949
Armenian	8,825		1,442	5,225
Assyrian	4,017		2,177	7,889
Banana	2,817		5,585	20,240
Barnesmore	3,189		27,627	100,120
Barrowmore	3,715		24,057	87,182
Bohemian	8,548	14½	40	144
Bostonian	4,668	13½	59,948	217,251
Cambrian	5,626	13½	60,155	228,001
Canadian	2,911	13	1,249	4,526
Carinthia	5,598		300	1,087
Cebriana	4,221		11,390	41,277
Cestrian	8,823	14	16,128	58,447
Colorado	4,220	12½	5,771	20,914
Columbian	5,088		7,069	25,726
Cynthiana			1,251	4,533
Dalton Hall	3,638		3,255	11,796
Degania	3,507		7,619	27,611
Devonian	10,418		2,135	7,737
Exmouth	3,923		2,196	7,959
Farrington	3,146		4,930	17,766
Foylmore	3,153		57,761	209,325
Galileo	3,008		30,018	108,785
Georgian	5,088	13½	6,144	22,265
Gloriana			689	2,496
Heathmore	3,147		37,894	137,110
Hibernian	2,997		34,404	124,680
Hindoo	3,720		8,971	32,510
Iago	2,400		7,803	28,268
Iberian	5,223	12	4,591	16,637
Irishman	9,510		8,405	30,459
Ivernia	13,800		15,522	53,251
Kansas	5,277		10,049	36,417
Lancastrian	5,120		13,000	47,112
Livonian	4,063		13,479	48,847
Michigan	8,001		9,128	33,079
Micmac	2,502		1,632	5,914
New England	11,394		12,481	45,231
Norannmore	5,640		102,876	372,822
Norseman	9,546		3,160	11,451
Norwegian	3,523	12	29,844	108,154
Oakmore	4,547		9,964	36,109
Ohio	3,967	12	3,732	13,524
Ontario	4,036	12	6,801	24,646
Peruvian	3,262		24,977	90,516
Philadelphia	10,795		200	724
Sachem	5,204		11,778	42,703
Sagamore	5,036		5,628	20,535
Sardinian	4,349	12	5,000	18,120
Sarmatian	3,920		6,896	24,981
Saxon King	2,923		12,194	44,191
Saxonia	13,800	16	11,467	41,556
Strathnevis	3,574		3,516	12,741
Sylvania	5,598	14	10,388	37,646
Teutonia	1,762		23,511	85,203
Turcoman	5,609		13,444	48,721
Utonia	8,845	13	38,370	138,652
Virginian	4,195	12½	56,296	204,016
Winifredian	10,405	14½	10,664	38,646
Total	314,976		996,455	3,617,958

Table showing the amount and value of wheat exported from Boston, Mass., by the different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Alecto	3,607	13½	154,162	\$110,688
Anglian	5,532		285,133	204,725
Banana	2,817		24,000	17,232
Barnesmore	3,189		148,210	106,414
Barrowmore	3,715		16,920	12,148
Batavia	10,250	12	40,499	29,078
Bengalia	7,689	12	47,831	34,342
Bohemian	8,548	14½	125,352	90,002
Bostonian	4,668	13½	164,226	117,914
Cambrian	5,626	13½	319,612	229,481
Canadian	2,911	13	44,691	32,088
Cebriana	4,221		12,763	9,163
Cestrian	8,823	14	379,772	237,676
Colorado	4,220	12½	25,584	18,369
Columbian	5,088		169,534	121,725
Degania	3,507		50,689	36,394
Devonian	10,418		79,716	56,886
Etolia	3,270		58,000	41,644
Exmouth	3,923		40,765	29,269

Table showing the amount and value of wheat exported, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Farrington	3,146		76,575	\$54,980
Foylmore	3,153		78,262	56,192
Galileo	3,008		94,186	38,075
Georgian	5,088	13½	190,636	136,876
Grecian	3,981		32,321	23,196
Heathmore	3,147		212,942	152,892
Hibernian	2,997		24,000	17,232
Hindoo	3,720		31,000	53,253
Iago	2,400		80,000	57,440
Iberian	5,223	12	144,816	103,973
Irishman	9,510		549,901	394,828
Ivernia	13,800		249,144	17,888
Ixia	1,970		97,502	70,006
Kansas	5,277		207,007	148,631
Kara	2,338		129,850	63,232
Lancastrian	5,120		449,255	322,535
Livonian	4,063		45,858	46,926
Michigan	8,001		225,121	161,636
New England	11,394		490,992	352,532
Norannmore	5,640		239,827	172,185
Norseman	9,546		455,503	327,051
Norwegian	3,523	12	71,957	51,665
Oakmore	4,547		93,000	66,774
Peruvian	3,262		102,035	73,261
Philadelphia	10,795		63,901	45,880
Sachem	5,204		248,103	178,137
Sagamore	5,036		171,009	122,784
Saxon King	2,923		87,485	62,814
Saxonia	13,800	16	348,700	250,396
Strathnevis	3,574		16,000	11,488
Sylvania	5,598	14	291,109	209,016
Teutonia	1,762		263,448	189,155
Turcoman	5,609		635,773	455,485
Utonia	8,845	13	457,282	328,328
Virginian	4,195	12½	215,402	154,658
Winifredian	10,405	14½	267,627	192,156
Total	303,622		9,624,988	6,697,799

Table showing the amount and value of corn exported from Boston, Mass., by the different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Alecto	3,607	13½	62,081	\$25,246
Anglian	5,532		237,721	96,752
Armenian	8,825		8,556	3,482
Assyrian	4,017		47,416	19,298
Banana	2,817		42,719	17,386
Barnesmore	3,189		102,515	41,723
Barrowmore	3,715		109,872	44,717
Bengalia	7,689	12	34,209	13,923
Bohemian	8,548	14½	40,013	16,285
Bostonian	4,668	13½	156,151	63,553
Cambrian	5,626	13½	251,460	102,844
Canadian	2,911	13	111,628	45,432
Carinthia	5,598		17,200	7,000
Cebriana	4,221		85,714	34,885
Cestrian	8,823	14	548,615	223,286
Columbian	5,088		42,892	17,457
Cynthiana			146,130	59,474
Crathorne	2,642		68,571	27,908
Dalton Hall	3,638		140,472	57,172
Degania	3,507		110,486	44,967
Devonian	10,418		33,835	13,770
Exmouth	3,923		162,000	65,934
Foylmore	3,153		137,142	55,816
Georgian	5,088	13½	190,636	136,876
Gloriana			85,714	34,885
Heathmore	3,147		131,037	53,332
Hibernian	2,997		82,918	33,747
Iago	2,400		6,008	2,445
Irishman	9,510		521,314	212,174
Ivernia	13,800		248,735	101,235
Kansas	5,277		197,228	80,271
Lady Joicey	3,194		78,602	31,991
Lancastrian	5,120		179,055	72,875
Michigan	8,001		225,739	91,875
New England	11,394		351,000	142,857
Norannmore	5,640		68,066	27,702
Norseman	9,546		154,178	62,750
Norwegian	3,523	12	68,535	27,696
Ontario	4,036	12	24,931	10,146
Peruvian	3,262		34,257	13,942
Philadelphia	10,795		8,533	3,472
Pinedone	3,206		42,857	17,442
Sachem	5,204		332,175	135,195
Sagamore	5,036		206,288	80,059
Sardinian	4,349	12	51,429	20,931
Sarmatian	3,920		24,181	9,841
Saxon King	2,923		171,261	69,708
Saxonia	13,800	16	220,057	89,563
Strathnevis	3,574		93,513	38,059
Sylvania	5,598	14	36,948	15,037
Teutonia	1,762		287,661	117,078
Thornley	2,847		105,309	42,860
Turcoman	5,609		227,700	92,673
Utonia	8,845	13	622,683	253,431
Vera	878		151,727	61,732
Virginian	4,195	12½	120,554	49,065
Winifredian	10,405	14½	318,834	129,765
Total	300,536		8,667,011	3,586,732

Table showing the amount and value of oats exported from Boston, Mass., by the different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Anglian	5,532	12½	464,217	\$104,193
Barrowmore	3,715		49,863	15,058
Cambrian	5,626	13½	545,614	164,775
Cebriana	4,221		50,000	15,100
Cestrian	8,823	14	218,480	65,974
Cynthiana			50,000	15,100
Deyonian	10,418		29,876	9,022
Foylmore	3,153		61,113	18,456
Gloriana			50,000	15,100
Heathmore	3,147		79,898	24,129
Ibernia	5,223	12	5,423	1,637
Irishman	9,510		20,000	6,040
Ivornia	13,800		79,422	23,985
Kansas	5,277		20,000	6,040
Lady Joicey	3,194		154,011	46,511
New England	11,394		80,731	24,380
Noramore	5,640		176,356	53,259
Oakmore	4,547		76,237	23,023
Pinedone	3,206		210,000	63,420
Saxonia	13,800	16	138,883	41,942
Thornley	2,847		80,482	24,305
Utonia	8,845	13	109,939	33,201
Virginian	4,105	12½	17,845	5,389
Winifredian	10,405	14½	29,940	9,041
Total	146,525		2,798,280	809,080

Table showing the amount and value of oatmeal exported from Boston, Mass., by the different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

Ship.	Tonnage, gross.	Speed.	Pounds.	Value.
		<i>Knots.</i>		
Alecto	3,607		17,500	\$374
Anglian	5,532	13½	550,950	11,790
Assyrian	4,017		192,500	4,119
Bostonian	4,668	13½	222,100	4,732
Cambrian	5,626	13½	2,736,400	58,558
Canadian	2,911	13	29,400	1,228
Cebriana	4,221		42,000	898
Cestrian	8,823	14	218,480	65,974
Columbian	5,088		469,420	10,580
Degania	3,507		75,000	1,605
Heathmore	3,147		16,100	344
Hibernian	2,997		279,860	5,989
Iago	2,400		192,500	4,119
Irishman	9,510		35,000	749
Ivornia	13,800		497,420	14,389
Kansas	5,277		693,720	13,561
Lancastrian	5,120		546,500	11,165
Michigan	8,001		84,050	1,738
New England	11,394		715,250	15,306
Norseman	9,546		433,860	9,284
Norwegian	3,523	12	105,000	2,247
Peruvian	3,262		84,000	1,797
Sachem	5,204		416,550	8,914
Sagamore	5,036		178,360	1,363
Saxon King	2,923		142,500	3,049
Saxonia	13,800	16	723,660	17,840
Sylvania	5,598	14	296,500	8,485
Teutonia	1,762		179,500	3,841
Turcoman	5,609		286,400	6,128
Utonia	8,845	13	421,940	9,029
Virginian	4,190	12½	612,950	13,117
Winifredian	10,405	14½	20,580	440
Total	189,249		11,455,930	312,832

Table showing the amount and value of barley exported from Boston, Mass., by different vessels engaged in foreign trade from that port for the ten months ending October 31, 1900.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Alecto	3,607	13½	10,000	\$4,740
Anglian	5,532		1,033	489
Belgia	7,490	12	30,030	14,234
Cambrian	5,626	13½	20,000	9,480
Carinthia	5,598		80,000	37,920
Cestrian	8,823	14	40,713	19,297
Ceylon	2,256		126,586	60,001
Degania	3,507		146,348	69,368
Etolia	3,270		34,007	16,119
Farrington	3,146		2,231	1,057
Heathmore	3,147		25,000	11,850
Hibernian	2,997		13,261	6,285
Irishman	9,510		53,856	25,527
Kansas	5,277		46,003	21,805
Sardinian	4,349	12	23,860	11,309
Teutonia	1,762		83,232	41,821
Turcoman	5,609		10,000	4,740
Virginian	4,190	14½	5,499	2,606
Total	85,696		756,659	358,648

Tables showing the foreign exports of flour, wheat, and cotton from the port of New York during the year 1900, as compiled by the Journal of Commerce.

[Speed of vessels when not stated is below 12 knots.]

FLOUR.					
Vessel.	Tonnage.	Speed.	Barrels.	Tons.	Value.
		<i>Knots.</i>			
Abiel Abbot	590		2,425	242	\$14,508
Allianca	2,985	13	5,220	518	26,993
Archimede	2,853	12½	150	15	1,200
Alleghany	2,494		25,075	2,508	109,086
Alcaea	405		3,164	316	12,548
Althos			11,977	1,197	46,506
Altai	2,480		23,760	2,303	117,801
Aleppo	2,181		1,150	115	4,800
Amsterdam	3,629	13	3,454	446	12,752
Auburndale	684		3,820	382	23,941
Anchoria	4,168		14,239	1,434	89,551
Alene	2,293		18,899	1,807	69,623
Astoria	5,049	14	4,120	412	24,620
Aller	5,217	17½	350	35	1,335
Adirondack	2,167		14,629	1,488	53,242
Adria	5,472		3,550	355	11,634
Advance	2,604	12	4,828	270	16,671
Alamo	2,943	12	439	44	2,534
Andes	1,989		6,017	639	28,083
Antilia	929		10,393	1,038	34,437
Anchenarden	3,502		8,198	820	38,636
Adler	1,364		8,543	854	33,414
Afridi	3,648	12½	800	80	3,600
Alps	1,725		8,489	848	37,288
Aspasia	525		1,750	175	7,875
A. V. S. Woodruff			305	30	2,170
Asti	1,749		2,225	223	9,950
Alice Reed	873		1,095	109	4,386
Argyle	2,907		8,453	845	68,350
Acacia	186		72	7	298
Acanthus	2,577		1,925	193	7,500
A. D. Spear			580	58	2,275
A. E. T. Morse			2,310	231	9,150
Afric	11,816	13	563	56	4,550
Agnes	404		213	21	1,500
A. T. Crabtree			712	71	5,480
Alabama	1,427		1,774	177	7,230
Alert	249		730	73	3,145
Alexandria			1,700	170	6,500
Alsatia	2,766		1,802	180	9,640
Amazonense	2,500		6,821	682	26,696
American	8,196		1,925	192	10,550
Annie Reed	747		7,458	746	24,420
Annie Smith	249		680	68	2,655
Arnold Luyken	1,742		7,780	778	26,753
A. Sampson	2,104	15	100	10	360
Atrato	199		191	19	800
Atwood			2,675	267	12,709
Aug. Victoria	8,479	18½	1,400	140	5,520
Barbarosse	10,769	15½	951	95	3,077
Borderer	2,983		550	55	2,075
Bovic	6,583	13	150	15	675
Belvernon	1,092		14,972	1,496	62,262
Buffon	2,304		8,500	850	40,375
Br. Prince	7,325	13	10,100	1,010	44,010
Bellanoeh	2,637		3,900	390	17,902
Bratsberg	1,336		777	78	2,732
Barnstable	1,356		175	17	620
Basil	3,223		514	51	2,554
Benedict	3,378		13,984	1,399	60,326
Bertha Gray	333		540	54	2,083
Bernard	3,682		6,575	657	26,592
B. Peterson			100	10	500
Bellaggio	2,822	12	9,547	955	36,045
Break of Day	127		800	80	2,900
Beverly	1,517		250	25	900
Bonnie Doon	272		3,279	328	11,925
Boylston	568		1,200	120	6,000
Buceros	4,068		50	5	200
C. A. Gilberg			2,200	220	7,417
Cameo	2,280		2,965	297	10,784
Capri	2,037	12	28,707	2,970	108,894
Capt. Bennett	844		500	50	1,870
Caracas	2,877	14	1,234	123	4,765
Carib	2,087		322	32	1,014
Caribbean	1,944		21,339	2,134	77,195
Cevic	8,301	13	296	29	1,157
Clara	233		490	49	2,858
Carrie C. Ware	186		54	5	184
Cametense	2,155	12	5,482	549	23,932
Cap. Frio	5,648	13	400	40	1,760
Castilian Prince	2,316		10,200	1,020	44,295
Catania	2,861		27,038	2,704	102,127
Cearense	2,704		8,807	880	36,135
Charlevoix	469		1,800	180	6,750
Cherokee	2,556	12	16,505	1,597	41,875
City of Washington	2,663	15	1,911	191	9,308
Coleridge	2,610		3,794	379	17,670
Columbia	2,772	13	1,509	151	6,155
Congo	215		1,050	105	4,050
Cufic	4,827	13	256	26	995
Curacao	1,503	14	3,012	301	11,815
Curityba	2,363		170	17	680
Cymric	12,552	15	82	8	366
Cyprian Prince	1,888		10,200	1,020	45,795
Chateau Yquem	4,211		50	5	200
Cyrene	2,904		1,000	100	4,210
Cuzco	3,898	15	30	3	147
Daggrv	1,206		1,294	129	4,201
Daisy Reed	468		1,515	151	4,998
Dean	1,538		1,891	189	7,410
Dominic	2,966		4,744	474	20,365

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
FLOUR—continued.

Vessel.	Tonnage.	Speed.	Barrels.	Tons.	Value.
		Knots.			
Doña Maria	2,539		67	7	\$302
Dunstan	2,966		18,698	1,870	24,320
E. M. Williams			650	65	2,155
Eva May	158		30	3	107
E. W. Clark			4,210	421	12,963
Earl of Aberdeen	457		700	70	3,530
Eastern Prince	2,147		5,000	500	22,000
E. G. Eells			7,150	715	32,500
Electric Light	313		775	77	3,100
Ella	655		1,050	105	4,362
Do	1,437		2,340	234	10,075
Emita	522		3,240	324	12,000
E. M. Willey			2,800	280	10,600
Etna	2,370		3,159	316	10,903
Ethelred	894		6,698	670	24,122
Eureka	1,944		400	40	1,540
Europa	1,041		1,779	173	7,376
Do	1,991		3,407	340	14,687
Frascati	1,896		3,001	300	12,935
Do	2,521		1,520	152	6,005
Flaxman	2,165		8,256	825	31,934
Fernfield	3,142		7,236	724	18,185
Frederica Schepp	292		150	15	562
Finance	2,603	12	28	3	107
Fontabelle	2,646		249	25	1,168
Friedrich der Grosse	10,531	15½	35,505	3,550	142,453
Flora Pressy	110		100	10	658
Fluminense	2,154	12	187	18	794
Fürst Bismarck	8,430	19	8,359	836	35,951
Grenada	2,154		2,000	50	2,000
Ghazez	2,712		51,047	5,104	185,378
G. B. Lockhart	305		8,860	886	31,139
Georgian	5,088	13½	3,192	319	11,188
Georgic	10,077	13	8,838	884	43,633
Glenelg	2,553		15,003	1,500	91,024
Germanic	5,071	17	500	50	1,955
Gregory	2,030		4,522	452	21,880
Gwent	670		12,106	1,210	52,016
Gypsum Empress	779		100	50	695
Grosser Kurfürst	13,182	15½	600	60	2,370
Glenesk	3,524		450	45	2,111
Glenrosa	504		500	50	953
Glitna			500	50	1,875
Grangense	2,162	12	5,002	500	19,902
Grecian Prince	2,204		5,423	542	23,188
Glenafon	853		14,478	1,448	62,322
Harry Smith	530		1,759	88	6,912
Hansa	1,903		800	80	2,860
Havilah	533		143	14	475
Handel	1,977		300	30	1,260
Havana	5,667	17	11,413	1,141	45,155
Harald	851		3,690	369	13,599
Herald	500		4,770	476	20,172
Hesperi	2,569		770	77	1,725
Hesperia	2,994		9,000	900	34,825
H. Crosby	412		100	10	420
Helen M. Atwood	718		2,300	230	8,850
Herschel	1,947		4,395	440	15,440
Helios	1,334		500	50	2,100
Hildur	966		100	10	500
Hispania	1,112		9,757	975	35,372
Hogarth	2,058		4,435	444	9,597
Hilary	1,983		1,100	110	5,390
Hildebrand	1,947		6,355	635	27,682
Horatio	409		5,209	521	21,685
Hubert	1,922		3,927	392	16,987
H. W. Lewis	305		555	56	2,033
Hurbert			4,042	404	16,784
Isaiah K. Stetson	313		1,854	185	4,690
Irene	491		250	25	1,081
Ida C. Southard	819		1,552	155	7,760
J. R. Bodwell	225		3,356	335	13,664
Jaffa			3,500	350	12,640
Jersey City	1,890		998	100	3,850
John Paul	411		5,580	558	24,179
J. G. Dean			14,384	1,438	68,809
John Bright	2,715		1,400	140	5,250
J. S. Emery	920		838	84	2,516
Julia Frances	183		4,048	405	14,471
J. P. Bartram			4,008	400	13,937
Kaiser Friederich	12,480		850	85	5,890
Kaiser Wilhelm der Grosse	14,349	22½	1,200	120	5,250
Kaffir Prince	2,228		600	60	1,900
Königin Luise	10,566		1,005	101	5,626
Kansas City	3,679	16	16,750	1,675	67,114
Kara	2,338		1,326	133	7,780
Kensington	8,699	14½	15,294	1,529	75,451
Kentucky	3,649		150	15	1,320
Kong Frode	954		1,650	165	10,128
Kaiserin Maria Theresia	7,840	20	8,179	818	41,534
Laurentian	4,522	14	275	27	1,120
Lahn	5,351	18½	690	69	2,373
Lord Kelvin	3,452		100	10	475
Llandaff City	1,902		35,913	3,591	205,072
Lucania	12,952	22	2,950	295	17,084
Léon XIII	4,686	15	1,100	110	5,690
Lauenburg	2,156		18,880	1,888	83,985
Laguna	385		1,510	151	13,560
La Plata	3,445		820	82	5,690
Léon	703		4,704	470	18,019
Lizzie Chadwick	472		700	70	2,800
Linda	425		7,548	755	31,917
			1,256	126	5,305
			650	65	2,930
			900	90	4,599

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
FLOUR—continued.

Vessel.	Tonnage.	Speed.	Barrels.	Tons.	Value.
		Knots.			
Listo	225		1,758	176	\$7,000
Liverno			11,850	1,185	49,515
Livonian	4,063		2,888	289	21,500
Lisbonense	1,657		5,565	556	25,498
L. W. Norton	510		630	63	3,150
Lord Antrim	3,079		2,590	256	5,544
Lucia Porter	532		1,400	140	4,730
L. P. Holmblad	2,134		300	30	2,400
L. G. Crosby	342		200	20	815
Lois V. Chaples	231		138	14	450
Louisiana	2,549		5,250	525	30,150
Maasdam	3,984	14½	7,024	703	21,895
Massilia	5,026	14	150	15	1,250
Mediana	2,440		40,104	4,010	153,506
Mac			16,894	1,689	152,171
Maria	3,649		2,142	214	8,323
Majestic	9,861	20	2,217	222	9,236
Marengo	2,273		8,252	825	34,807
Manhanaset	2,684	11	9,299	930	38,987
Maniton	6,849	14½	21,109	2,111	108,453
Maraval	2,569		54,937	5,494	202,504
Maracaibo	1,771		15,139	1,514	71,777
Marquette	7,057	13	17,995	1,800	89,568
Mesaba	6,883	13	14,253	1,425	71,043
Mary	559		1,684	168	4,500
Maristow	3,506		2,013	201	7,962
Mannheim	3,447		50	5	225
Maling	3,075		150	15	1,320
Mt. Vernon	1,043		11,241	1,124	49,838
Melbourne	3,819		412	41	1,977
Mad. Cooney	790		1,255	125	4,135
Mario	302		250	25	598
Mamie Swan	777		995	100	3,800
Man Shipper			250	25	2,500
Maranhense	2,667		4,170	417	18,176
Marco Minghetti	2,489		200	20	1,530
Mary C. Hale	568		2,782	278	12,579
Mary E. Elys			44	4	151
Mary Sanford	480		700	70	2,800
Maud Snare	279		1,359	136	5,240
Menominee	6,919	13	16,896	1,686	85,342
Methebesec	377		1,600	160	6,590
Mexico	5,067	17	15,035	1,503	110,558
M. Gray			1,750	175	13,395
Michigan	4,982	14	23,241	2,324	156,905
Minneapolis	13,401	16	55,831	5,583	277,067
Minnehaha	13,403	16	23,941	2,394	111,650
Miramar	2,415		125	12	600
Moana	3,915		1,707	171	6,826
Montserrat	4,076		4,066	407	17,373
Morro Castle	6,004	17	1,925	192	13,140
Motley	591		700	70	2,700
Mystery	121		1,415	142	5,267
Niagara	2,265	12	5,389	539	24,852
Nasmyth	1,991		100	50	742
Navarino	338		1,500	150	6,520
Nicaragua	611		333	33	2,591
Nellie Brett	726		3,370	337	11,763
Nicolai II	2,465		1,318	132	7,850
Nomadic	5,749	13	10,719	1,072	75,895
Noordland	5,398	13	250	25	1,500
Norge	3,318		21,846	2,185	51,533
Norwegian	3,523	12	8,614	861	32,710
Nubia	5,914	14	2,480	248	10,302
Neustria	2,932		200	20	660
Oceanic	17,274	21	3,748	375	15,817
Orizaba	3,496	14	3,487	350	19,238
Olinda	2,376		12,466	1,245	84,310
Orinoco	1,864		416	42	1,891
Olbers	2,187		2,417	242	12,074
Origen	1,612		7,334	733	27,819
Olive T. Whittier	563		4,029	403	21,641
Ohio	3,967	13½	530	52	2,315
Olive Thurlow	660		2,982	298	10,867
Orange Nassau	1,304		2,925	292	15,889
Orcadian	3,546		3,735	373	25,850
Pathan	2,709		1,990	196	7,266
Platia			100	10	360
Palatia			106	11	374
Paraense	1,697		12,388	1,239	56,808
Parran	1,943		10,457	1,045	35,552
Patricia	13,293	13½	1,276	127	5,246
Pawnee	1,798		1,072	107	5,620
Peconic	1,795		1,438	144	5,217
Peninsular	5,287	17	1,900	190	5,170
Pennsylvania	12,891	13½	3,066	306	11,513
Pretoria	3,303	13½	8,174	817	32,711
Pepe Ramirez	450		8,557	855	31,750
Picqua	1,796		8,049	805	28,705
Pinner's Point	3,921		22,046	2,204	193,335
P. F. Hendrik			3,959	396	17,903
Philadelphia	2,520	14	19,361	1,936	115,904
Prins Willem V	1,825		3,245	325	15,472
Prins Willem I	1,723		2,058	205	13,225
Prins Willem II	1,641		5,904	590	27,782
Prins Willem III	1,682		3,677	367	15,864
Prins Willem IV	1,741		3,931	393	16,287
Princess Irene	10,000	15½	950	95	7,779
Prins Maurits	1,310		1,375	137	6,182
P. W. Sprague			3,700	370	12,890
Potsdam	12,522	15	5,921	592	20,672
Pocasset	2,627		6,956	695	26,043
Pocahontas	2,627		2,252	225	7,473
Powhatan	1,513		151	15	7,811
Polycarp	2,966		10,896	1,090	47,011

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.

FLOUR—continued.

Vessel.	Tonnage.	Speed.	Barrels.	Tons.	Value.
		<i>Knots.</i>			
Ponce	3,503	12	29,979	2,998	\$197,216
Potomac	3,868		857	83	3,155
Queen Margaret	2,678		500	50	1,952
Ragusa	1,763		23,779	2,378	89,705
Relief	290		222	22	847
Roraima	2,712		32,776	3,277	119,906
Roman Prince	1,934		14,499	1,450	69,696
Rhoda	229		255	25	895
R. F. C. Hartley			2,400	240	9,700
Rose Innes	835		1,476	147	9,841
Rotterdam	8,139	15	10,350	1,035	34,402
St. Cuthbert	4,545		105	10	517
St. Fillans			375	37	1,475
St. Dunstan	1,014		6,080	608	23,449
Salerno	2,729		5,948	595	43,626
Saale	5,220		150	15	666
St. Belvernon			746	75	3,223
St. Pontabelle			6,380	638	21,701
St. Paul	1,894		4,140	414	9,624
St. Peter	591		3,450	345	12,330
Sandsend	3,814		9,386	938	37,213
San Juan	3,503	12	28,650	2,865	181,821
Santiago	2,358	13	2,452	245	12,112
Santiago de Cuba	1,357		7,056	705	41,820
Saratoga	2,820	14	8,071	807	47,686
Sardinian	4,349	12	41,020	4,102	223,655
Sayre	735		3,972	397	12,627
Spaarnadam	4,454	13½	8,455	845	25,003
Spartan Prince	3,299		50	5	220
Statendam	10,491	15	26,194	2,616	70,424
State of Nebraska	3,986		41,522	4,152	264,355
Strabo	1,959		400	40	3,200
Sarmatian	3,920		4,925	492	32,904
Servia	7,392		5,510	551	27,052
Segurança	4,033	15	4,725	472	37,008
Silvia	1,708		11,496	1,150	50,137
Seneca	2,729	14	350	35	1,390
Sunbeam	547		300	30	1,190
Syracuse	2,429		21,724	2,172	81,575
Scottish Prince	1,958		7,000	700	29,825
S. E. Douglas	90		40	4	144
Severn	466		2,255	225	8,514
Sir W. T. Lewis	3,517		500	50	4,400
Southwark	8,607	14	580	58	2,151
Sobralense	1,982		7,188	719	31,546
Sebago	307		750	75	5,400
S. P. Oliver			375	38	2,600
Talisman	1,878		62,178	6,218	229,192
Tauric	5,728	13	6,564	656	38,232
Trave	5,222	18	77	8	337
Teutonic	9,984	20	2,285	228	9,540
Texas	4,440		4,791	479	18,687
Themis	1,921		10,434	1,043	45,225
Theresa	1,787		2,737	274	9,896
Telos	391		2,379	238	8,650
Thingvalia	2,524		2,515	251	13,310
Tillie Baker	719		4,241	424	16,402
Trinidad	2,591		8,222	822	32,000
T. Towner	197		3,315	331	12,235
Tjomo	1,452		25,981	2,598	87,080
Thordis	3,736		175	17	1,400
Thomas Turnbull	1,997		125	13	500
Toronto	6,085	12	233	23	741
Trojan Prince	3,273	12	350	35	9,013
Trier	3,168	12½	248	25	1,485
Tyrian	1,089		3,790	379	15,195
Tyr	526		125	12	1,063
Turquoise	2,077		4,935	493	15,638
Uller	1,860		79,158	7,916	273,957
Umbria	8,128	20	1,175	118	5,670
Vigilancia	4,115	14	2,928	293	15,873
Victoria	3,502	14	12,584	1,258	30,295
Venus	2,267		1,050	105	3,242
Venturer	229		23	2	103
Vincenzo	3,429		2,035	203	7,166
Virginia	750		3,611	361	13,767
Victory	131		186	18	645
Wells City	1,814		18,355	1,835	90,259
Walleda	280		835	83	5,881
Wartburg			1,402	140	5,563
Westburn	3,320		50	5	489
Werra	5,012	16	209	21	1,000
Westernland	5,994	14	50	5	310
Winifred	2,456		1,325	132	5,585
Whitehall	2,776		500	50	2,000
Willard Mudgett	839		1,595	159	5,760
Wordsworth			3,000	300	11,400
Willehad	4,968	13	6	1	24
W. C. Tanner	1,034		3,694	369	16,182
Weimar	4,966	13	485	48	2,776
Werkendam			300	30	1,200
White Wings	430		1,163	116	4,048
Wm. F. Green	267		500	50	3,300
Wyneric			4,010	401	16,285
Xenia	2,583		5,025	502	14,425
Ydun	1,265		1,969	197	9,538
Yucatan	3,525	14	1,447	144	8,246
Zeta	144		150	15	676
St. Louis	11,629	21	2,760	276	13,800
New York	10,674	21	4,345	435	21,725
St. Paul	11,629	21	2,155	215	10,775
Total			2,340,652	234,065	10,465,565

Table showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.

WHEAT.

Vessel.	Tonnage.	Speed.	Bushels.	Tons.	Value.
		<i>Knots.</i>			
Afric	11,816	13	90,151	2,732	\$70,515
Acanthus	2,877		8,915	270	8,000
Aladdin	3,082		160,148	4,853	125,000
Aragonia	5,446		50,184	1,505	37,500
Amsterdam	3,629		35,981	1,091	24,475
Aleppo	2,181		23,994	727	20,074
American	8,196	12	24,191	733	19,000
Anderson			15,960	484	12,000
Afridi	3,648	12½	25,218	764	19,450
Aggi	3,277		139,788	4,236	118,700
Anchenarden	3,502		22,206	673	18,833
Argyll	2,907	12	48,494	1,466	38,310
Bulgaria	10,237	12	75,351	2,283	58,500
Broadgarth	3,224		168,000	5,091	134,400
Brooklyn City	1,690		127,742	3,850	117,414
British Prince	7,325	13	96,414	2,921	77,450
Bristol City	2,511		48,365	1,434	35,189
British Queen	4,888	12	83,647	2,527	64,000
British Trader	3,424		158,689	4,760	124,954
British King	4,717	12	141,399	4,242	109,770
Bovic	6,583	13	89,061	2,671	71,294
Buffalo	4,431	13	112,283	3,403	88,285
Boston City	2,346		52,203	1,582	38,161
Borderer	2,983		421,067	12,758	325,130
B. T. Robinson	1,890		23,938	725	18,900
Bath City	2,515		1,901	58	988
Bordeaux	4,604		15,997	485	12,960
British Empire	3,146		8,088	245	5,700
British Water			24,949	736	18,600
Bremen	10,525	15½	17,842	540	11,597
Border Knight	3,730		12,943	392	10,888
C. S. Bement			19,973	605	20,935
Consuelo	5,987	12	95,040	2,879	76,660
Columbian	5,088	13½	82,531	2,347	61,963
City of Washington	2,683	15	25,918	777	24,730
Canova	4,640	12½	15,972	483	12,778
Cevic	8,301	13	407,078	12,332	336,525
Clan Urquhart	5,855	12	20,273	614	18,520
Cestrian	8,823	14	55,995	1,697	50,400
Clan Cumming	4,808	12	17,174	520	14,540
Caracas	2,877	14½	2,286	69	2,595
Cufic	4,827	13	300,895	9,117	246,106
California	3,618	12	47,951	1,450	40,248
Colorado	4,235	12½	73,364	2,194	58,900
Columbia	1,145		31,545	955	22,734
Critic	2,601		249,511	7,558	208,749
Caledonian	4,986	13	145,558	4,410	120,334
Cheronea	3,189		7,981	242	6,200
Chicago City	2,324		56,659	1,702	44,159
Craigearn	3,013		56,203	1,703	43,746
Château Yquem	4,211		4,020	122	3,175
Cleveland	2,063		60,000	1,818	46,000
Christiania	2,811		36,979	1,119	27,200
Dunblane	3,746		83,698	2,500	20,800
Doña Maria	2,539		148,823	4,507	117,880
Doña Amelia	2,688		52,000	1,576	41,600
Europe	5,302	13	177,572	5,326	132,605
Ethiopia	4,005	13	7,426	223	6,200
Exeter City	2,140		136,277	4,087	110,380
Elwy	804		26,963	808	27,500
Erna	1,530		51,426	1,543	42,500
Falco	2,159		76,608	2,321	61,100
Fernfield	3,142		129,000	3,909	103,200
Fillans			16,000	484	12,000
Friesland	6,824	15	126,721	3,839	98,660
Furnessia	5,495	15	55,871	1,683	47,000
F. Nansen	3,275		15,985	480	13,750
Frieda	1,328		2,801	84	2,600
Georgian	5,088	13½	120,937	3,849	96,276
Georgic	10,077	13	280,342	8,422	242,950
Georgia	3,143		140,816	4,224	113,285
Galileo	3,008		24,000	720	18,000
Gardenia	1,898		42,798	1,284	40,655
Garlands	2,084		27,970	839	20,000
Gladiolus	1,925		92,461	2,774	69,345
Hindoo	3,720		87,833	2,635	69,920
H. H. Meier	5,140	13½	7,673	230	5,606
Hekla	3,225		15,039	452	12,550
Honiton	2,454		20,000	606	16,000
Henrietta H.	2,192		50,160	1,504	38,000
Homer	2,585		15,940	478	12,500
Hispania	1,112		16,241	489	13,300
Iberian	5,223	12	23,997	727	18,240
Isel Holme			4,043	122	3,525
Island	2,813		7,910	237	7,350
Ivornia	13,800	16	64,830	1,945	47,200
Inchulva	4,823		11,993	360	9,818
Jersey City	1,890		79,590	2,387	63,058
John Bright	2,715		15,913	481	12,506
Kentucky	3,649		8,000	242	7,000
Kansas City	3,679	16	125,002	3,790	100,737
Kensington	8,689	14	376,917	9,862	256,475
Kurrachee	3,602		26,559	797	23,795
Laurentian	4,522	14	24,017	727	21,800
Léon XIII	4,686	15	15,993	484	12,100
Lord Antrim	3,079		11,100	336	9,650
Lord Kelvin	3,452		11,995	359	9,400
Llandaff City	1,902		120,426	3,612	97,938
Lady Armstrong	3,219		15,604	467	13,050
Lindisfarne	3,030		7,928	238	6,200
Livonian	4,063		15,990	480	12,312
Manhasset	2,684	11	211,095	6,364	172,043
Marquette	7,057	13	138,400	4,164	106,983
Massapequa	3,026	11	7,986	242	5,900
Micmac	2,502		114,706	3,475	99,500

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
WHEAT—continued.

Vessel.	Tonnage.	Speed.	Bushels.	Tons.	Value.
		<i>Knots.</i>			
Montserrat	4,076		15,943	482	\$12,000
Marengo	2,273		72,637	2,192	55,810
Manitou	6,849	13	113,412	2,219	88,197
Minnehaha	13,403	16	167,437	5,073	135,555
Martello	3,721		107,825	3,244	90,095
Mesaba	6,833	15	167,084	5,020	137,325
Michigan	13,000	14	248,288	7,473	195,547
Minneapolis	13,401	16	23,962	727	18,075
Menominee	6,919		79,564	2,386	69,551
Matthew Bedlington	2,141		110,000	3,333	83,050
Margaret Jones	2,852		100,000	3,030	85,000
Miramar	2,415		16,091	482	14,720
Massilia	5,026		53,492	1,604	40,119
Maria	3,649		16,416	492	13,990
Maasdam	3,984	14½	5,031	151	3,150
Nomadic	5,749	13	119,955	3,635	103,780
Nubia	5,914	14	33,495	1,009	26,873
Noordland	5,398	13	158,752	3,771	123,525
Norge	3,318		47,882	1,448	41,330
North Anglia	2,081		92,650	2,779	76,500
Nanny	1,003		48,354	1,450	37,000
Ontario	4,036		128,402	3,851	105,090
Ohio	3,967	13½	39,969	1,201	33,725
Oevenum	3,298		115,065	3,453	87,875
Philadelphia	2,520	14	82,171	2,498	61,128
Peninsular	5,287	17	300,030	9,090	239,150
Pinner's Point	3,921		185,462	5,619	157,140
Potsdam	12,522	15	15,995	485	11,996
Paisley	1,047		77,904	2,352	59,532
Patria	4,053		22,572	667	19,500
Parish Castle			16,000	480	11,900
Pennsylvania	12,891	13½	23,927	718	18,000
Phoenicia	6,761		66,647	2,007	52,235
Rotterdam	8,139	15	161,774	4,871	103,100
Riverton	3,490		11,989	364	10,145
Robina	2,058		73,568	2,207	59,400
Redruth	2,374		109,296	3,279	95,950
Robt. Harrowing	2,069		16,182	465	12,950
Sofa Braili	2,694		15,773	477	11,975
St. Cuthbert	4,545		124,501	3,755	95,400
Southwark	8,007	14	498,716	33,204	341,989
State of Nebraska	3,986		31,955	958	26,500
Spaarndam	4,454	13½	11,989	358	9,325
St. Fillans			32,077	962	25,000
Statendam	10,491	15	100,645	2,940	80,177
Sardinian	4,349	12	82,226	967	27,169
Salerno	2,729		79,471	9,013	65,307
Susquehanna	3,711		11,986	359	9,319
Spartan Prince	3,299		28,425	861	21,300
Saale	5,267		15,969	485	12,300
St. Dunstan	1,014		12,968	394	11,193
San Antonio	375		2,000	61	1,540
Sarmatian	3,920		2,570	77	1,920
Sollube	2,907		132,000	4,000	103,000
Toronto	6,035	12	63,989	1,940	50,052
Trojan	3,668		8,000	242	7,000
Trojan Prince	3,273	12	4,000	121	3,000
Turkestan	3,204	13	148,600	4,503	124,136
Till Baker	719		15,664	475	14,500
Tauric	5,728	13	80,915	2,451	65,200
Tjomo	1,452		89,990	1,212	31,465
Turret Court	1,879		77,000	2,333	58,000
Thornhill	3,231		8,327	250	66,663
Thos. Turnbull	1,974		39,980	1,212	32,000
Turret Crown	1,827		27,841	835	21,400
Thos. Anderson	2,533		85,000	1,060	28,000
Vaderland	11,899	16	95,807	2,902	72,300
Victoria	6,527	17	22,447	676	19,586
Vincenzo	3,439		20,115	610	16,050
Winifred	2,794		155,381	4,708	126,100
Venus	2,267		8,024	240	6,600
Westernland	5,994	14	202,530	7,120	162,850
Whitehall	2,776		96,214	2,883	76,150
Wells City	1,814		72,005	2,178	48,789
Zampa	2,964		130,039	3,901	104,000
Total	626,459		13,239,686	403,185	10,622,297

COTTON.

Vessel.	Tonnage.	Speed.	Bales.	Tons.	Value.
		<i>Knots.</i>			
Archemede	2,853	12½	4,567	1,141	\$164,815
Aleppo	2,181		243	61	12,210
Aller	5,217	17½	10,633	2,695	292,318
Alex. Bixio	2,175		1,785	446	75,340
American	8,196	12	4,257	1,064	223,183
Anchenarden	3,502		6	1	250
Afridi	3,648	12½	389	97	20,663
Ameranth	2,691		3	1	130
Ardendearg	3,218		1,900	475	71,800
Aragonia	5,446		602	150	28,106
Abergeldie	3,777		50	12	2,555
Addington	1,613		64	16	2,090
Afghanistan	3,427		1,106	276	51,100
Afric	11,816	13	762	191	34,900
Aker	2,964		537	134	13,900
Alexandria	525		600	150	27,925
Alcatia	2,766		437	109	22,797
Amazonense	2,500		123	31	3,840
Arkansas	3,535		1,120	280	47,900
Barbarossa	10,769	15½	9,301	2,325	292,092

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
COTTON—continued.

Vessel.	Tonnage.	Speed.	Bales.	Tons.	Value.
		<i>Knots.</i>			
Borderer	2,983		250	62	\$10,000
British King	4,717	12	3,232	808	124,719
Bovic	6,583	13	10,425	2,606	552,679
Bulgaria	10,237	12	1,642	410	80,409
British Trader	3,424		1,766	441	67,814
Buffalo	4,431	13	6,666	1,666	832,065
Belgravia	10,200	12	1,773	443	99,053
British Queen	4,388	12	842	210	43,932
British Prince	7,325	13	4,335	1,069	294,000
Bolivia	2,614	12	2,231	558	93,928
Biela	2,182		1,858	464	86,754
Bellanocho	2,637		1,423	356	91,205
Bremen	10,525	15½	7,884	1,971	295,970
Braidale			632	158	5,524
British Empire	3,146		950	238	43,575
Batavia	10,250	12	312	78	10,125
Beltor	3,188		200	50	4,675
Bellarden	5,715		1,335	334	67,233
Bellagio	2,822	12	215	54	7,598
British Water			99	25	4,016
Britannic	1,122		1,138	284	37,555
Bjorgvin	2,792		75	19	2,200
Bordeaux	4,604		851	213	42,450
Buceros	4,068		106	26	5,275
California	3,616	12	990	247	44,833
Caledonian	4,986	13	3,285	821	165,557
Campania	12,950	22	60	15	941
Caprivi	2,932		242	60	7,621
Caracas	2,877	14½	157	39	7,237
Canova	4,640	12½	868	217	40,900
Caribbee	1,944		3	1	150
Casos	2,240		2,962	741	126,952
Cevic	8,201	13	38,261	9,565	1,533,451
Cam	3,022		500	125	15,397
Canadian	2,911		1,338	334	73,583
Calderon	4,074	13	4,059	1,010	201,950
Cape Frio	5,648	13	202	50	1,044
Cataluna	3,785		360	90	1,800
Cavour	1,429		479	120	19,160
Cervantes	4,640	13	1,179	295	47,160
Cestrian	8,823	14	2,103	526	107,892
Cheronea	3,189		263	66	7,400
Christiania	2,811		942	235	82,256
Columbian	5,088	13½	2,709	677	135,760
Colorado	4,235		4,932	1,233	222,959
Columbia	1,145		439	110	19,755
Consuelo	5,987	12	2,265	566	141,564
Cufic	4,827	13	298	74	15,615
Cymric	12,647	15	6,042	1,510	257,688
Darmstadt	5,012	13	8,740	2,185	398,386
Doña Amella	2,668		6,198	1,549	153,173
Doña Maria	2,539		1,000	250	49,240
Ems	4,912		1,500	375	63,200
European	8,194	12	13,664	3,416	393,689
Europe	5,302	13	1,300	325	50,800
Etruria	8,120	20	22	5	1,072
Eros	1,843		57	14	761
Flaxman	2,165		2,391	598	83,750
Frieda	2,072		1,567	392	68,195
Fillans			401	100	12,647
Friedrich der Grosse	10,531	15½	212	53	13,062
Forest Castle	2,788		15,725	3,931	675,470
Fortuna	2,994		424	106	11,325
Florida	1,071		400	100	11,260
Flowergate	1,976		2,384	596	109,980
Fournel	2,187		1,207	302	38,525
Friesland	6,824	15	94	23	3,700
Graf Waldersee	13,148	13½	1,077	269	55,784
Galileo	2,263		4,721	1,180	208,431
Georgian	5,088	13½	1,145	286	50,854
Georgic	10,077	13	2,565	641	104,520
Germanic	5,071	17	48,439	12,110	2,066,885
Gymeric	4,002		1,242	310	47,098
Grosser Kurfürst	13,182	15½	400	100	19,743
Grangense	2,162	12	15,920	3,980	552,466
Gregory	2,090		1,505	378	52,771
Germanic	1,310		300	75	14,641
Georgia	3,143		58	14	4,786
Hekla	3,225		10,033	2,508	513,040
H. H. Meier	5,140	13½	650	162	23,750
Hesperia	2,994		7,090	1,762	248,628
Herschel	1,947		3,265	816	112,231
Hindoo	3,720		862	215	94,080
Hispania	2,587		1,617	404	73,314
Hogarth	2,058	14	195	49	7,042
Honiton	2,454		1,965	499	67,041
Holbein	2,050		300	75	9,700
Homer Ramsdell	941		702	175	33,248
Horrox	1,707		725	181	36,540
Inoravelli			1,859	465	78,078
Inca	3,027		73	18	3,650
Island	2,813		782	195	28,171
Ivornia	13,800	16	173	43	7,800
Iberian	5,223	12	3,333	833	162,400
Inchdune	4,078		1,966	491	98,320
Indrani	4,994		100	25	5,000
Java	3,472		2,300	575	96,000
Kensington	8,699	14	1,219	305	43,100
Kaiser Frederick	12,483		3,226	806	158,241
Kaiser Wilhelm der Grosse	14,349	22½	5	1	185
Kaiser Wilhelm II	6,661	23½	874	218	15,353
Königin Luise	10,566	15½	9,849	2,462	250,537
Karamania	3,148		9,684	2,421	299,090
Kentucky	3,649		701	175	5,563
			4,131	1,033	175,191

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
COTTON—continued.

Vessel.	Tonnage.	Speed.	Bales.	Tons.	Value.
		<i>Knots.</i>			
Khaliff	3,508		100	25	\$5,000
Kvarven	2,463		43	11	720
Lahn	5,351	18½	1,488	372	41,180
Lucania	12,952	22	89	22	1,112
La Bretagne	7,112	17½	827	207	33,840
La Champagne	7,087	17½	3,290	815	102,404
Lady Armstrong	3,219		500	125	23,083
La Gascogne	7,385	17½	506	127	40,740
Leon XIII.	4,686	15	4,767	1,192	235,611
La Touraine	8,893	19	948	237	40,145
L'Aquitaine	8,810	19	1,552	385	76,115
La Normandie	6,283	16½	303	76	24,916
Laura	2,795		275	69	10,295
Leven	2,328		839	210	25,500
Linda	290		1,052	263	49,718
Lovstakken	3,105		153	38	4,500
Maasdam	3,984	14½	39	10	1,755
Manilla	3,910	13	3,116	779	143,439
Majestic	9,861	20	54	5	757
Marengo	2,273		300	75	6,386
Masapequa	3,026	11	1,156	289	46,240
Maskelyne	2,605		1,452	363	68,500
Martello	3,721		1,840	335	60,849
Mainz	3,204		474	118	15,662
Man Shipper			1,754	438	81,438
Marco Minghetti	2,489		1,616	404	57,339
Michigan	13,000	14	1,571	393	69,710
Minneapolis	13,401	16	1,340	335	54,180
Minnehaha	13,403	16	910	227	49,800
Miramar	2,415		183	46	8,100
Montserratt	4,076		1,350	337	31,620
Mozart	1,994		593	148	23,533
Munchen	4,536	13	374	94	13,500
Nasmyth	1,991		1,046	261	50,685
Nicolai II	2,485		355	89	15,975
Nomadic	5,749	13	5,001	1,250	242,500
Noordland	5,398	13	2,048	512	57,182
Norge	3,318		275	69	13,300
Nubia	5,914	14	200	50	8,604
Oceanic	17,274	21	72	18	1,401
Oevenum	2,293		600	150	30,000
Orizaba	3,496	14	50	12	2,900
Olbers	2,187		482	120	12,400
Ontario	4,036	12	3,751	938	139,908
Ohio	4,997	13	6,675	1,669	289,443
Pathan	2,709		417	104	18,414
Parish Castle			371	93	18,568
Panillac			300	75	12,000
Palatia			2,041	510	58,434
Patricia	13,393	13½	2,425	606	106,043
Princess Irene	10,000	15½	2,887	722	98,872
Pawnee	1,798		1,791	448	64,800
Peconic	1,795		2,691	673	94,115
Peninsular	5,287	17	78	20	3,700
Pennsylvania	12,891	13½	7,702	1,925	262,244
Pretoria	3,303	13	1,574	393	66,562
Picqua	1,796		1,659	415	57,010
Philadelphia	2,530	14	3,090	772	153,871
P. R. Lutzold	6,238		570	142	9,233
Potsdam	12,522	15	383	96	10,150
Phoenicia	6,761	12½	4,156	1,039	203,352
Pocasset	2,627		2,086	521	78,600
Pocahontas	2,627		2,726	681	100,086
Powhattan	2,536		1,670	417	53,150
Pontiac	1,688		1,739	450	69,085
Regulus	1,997		356	90	11,332
Rhein	10,000	18½	4,876	1,219	141,290
Robt. Harrowing	2,069		36	9	1,054
Roraima	2,712		3	1	154
Roman Prince	1,924		1,223	306	68,419
Riverton	3,460		775	194	25,209
Royalist	3,188		2,208	567	107,323
Rotterdam	8,139	15	306	76	12,770
St. Cuthbert	4,545		3,427	857	173,079
St. Fillans			379	95	16,277
Saale	5,267		4,553	1,138	158,925
Spartan Prince	3,299		2,118	530	41,542
Sandfield	2,009		140	35	5,656
Sempione	3,149		2,048	512	65,939
Spaarndam	4,454	13½	510	127	17,485
Statendam	10,491	15	175	44	7,461
Strabo	1,959		1,013	253	40,620
Samartian	3,920		900	225	35,500
Servia	7,392	16½	2,256	567	116,145
Specialist	2,844		996	248	48,726
Sir W. T. Lewis	3,517		648	162	19,820
Southwark	8,607	14	3,561	890	163,945
Sollube	2,907		200	50	9,681
Tartar Prince	3,272	12	2,853	713	102,063
Tauric	5,728	13	3,173	793	129,440
Trave	5,222	18	6,209	1,552	164,525
Teutonic	9,984	20	285	71	10,472
Texas	4,440		1,308	327	53,820
Theresa Heyman	2,393		719	180	20,125
Thingvala	2,524		50	12	2,400
Thordis	3,793		500	125	14,471
Thomas Turnbull	1,974		296	74	11,840
Toronto	6,085	12	5,543	1,386	268,165
Trojan Prince	3,273	12	2,268	567	61,804
Trier	3,163	12½	1,485	371	28,270
Turret Chief	1,881		1,486	371	65,584
Umbria	8,128	20	44	11	538
Vaderland	11,899	16	100	25	4,904
Vincenzo Florio	2,840	12½	1,353	338	42,342
Victoria	3,502	14	2,488	622	70,644

Tables showing the foreign exports of flour, wheat, and cotton, etc.—Cont'd.
COTTON—continued.

Ship.	Tonnage.	Speed.	Bales.	Tons.	Value.
		<i>Knots.</i>			
Vienna	4,170		985	246	\$39,400
Winifred	2,794		125	31	4,550
Werra	5,012	16	10,265	2,566	247,852
Westernland	5,994	14	3,870	967	195,701
Wilichad	4,998	13	1,855	464	85,615
Weimen	4,996		4,193	1,048	111,766
Xenia	2,583		300	75	15,300
Total			546,205	136,551	22,583,047

The following table gives the name, tonnage, and speed, when above 12 knots, of vessels carrying cotton exports from Savannah, Ga., during the calendar year 1900, together with the amount and value of cotton carried by each. All the vessels given below are steamers:

Ship.	Tonnage, gross.	Speed.	Bales.	Value.
		<i>Knots.</i>		
Abana	4,177		9,248	\$427,646
Abbazia	2,913		4,500	168,210
Ailsward	2,921		7,100	267,847
Aislaby	2,692		6,900	339,019
Aldersgate	3,076		7,729	374,733
Alf	3,078		6,066	255,924
Alton	3,347		9,446	399,762
Angers			8,493	305,572
Ardova	3,139		14,630	745,744
Arion	2,838		5,985	311,381
Armenia	2,330		5,293	253,987
Asama	4,205		11,900	568,265
Ashby	1,947		4,925	236,395
Asia	3,228		11,777	411,526
Axminster	1,905		10,450	537,225
Barry	2,221		4,600	212,373
Barlby	2,489		5,850	270,614
Blakemoor	1,702		4,770	233,481
Blanefield	3,411		15,124	706,890
Bogstad	3,058		12,050	535,275
Branham	1,978		5,295	279,228
Breckfield	3,088		8,454	450,370
Buckminster	2,025		6,200	219,127
Cairnmona	1,766		4,431	205,178
Carperby	2,104		4,683	218,022
City of Gloucester	2,423		7,032	334,938
Crathorne	2,642		7,251	380,101
Cumaxa	3,125		7,746	421,029
Cycle	3,411		10,742	553,499
Darlington	2,523		5,150	283,090
Dauntless	2,157		4,304	172,492
Dean	1,538		3,650	181,898
Dora	2,290		4,915	201,931
Elfie	1,927		5,301	275,018
Elton	2,461		5,330	292,820
Ettrickdale	3,775		11,405	592,326
Empress	2,918		6,695	306,697
Falladon Hall	3,389		4,850	242,493
Florence Pile	3,358		11,331	427,590
Geo. Fleming	3,448		18,088	770,688
Glenwood	1,972		4,487	188,027
Hedwig	831		7,902	392,943
Highfield	2,602		6,350	326,932
Homewood	2,024		6,975	249,174
Howick	3,712		11,253	602,967
Hurworth	2,372		12,521	594,061
Imaum	4,129	12	10,000	554,549
Isle of Kent	3,038		8,103	389,399
Jessie	2,256		6,787	354,827
June	1,802		6,581	316,231
Kirkdy	3,034		10,350	425,073
Keordistan	2,740		6,120	328,471
Labrum	3,555		36,129	1,560,047
Laura	2,795		9,324	460,602
Laurelwood	2,485		6,300	286,298
Lealta	4,069		11,025	520,045
Leven	2,328		14,005	672,547
Linda	2,424		7,550	301,620
Livland			6,258	292,279
Londesborough	3,071		6,239	252,338
Mandalay	1,731		3,183	145,413
Manin	896		7,409	364,704
Marcotis			8,150	379,266
March	2,006		4,100	165,826
Masconome	4,183		10,829	574,119
Mayfield	2,632		2,358	119,573
Melbridge	2,868		5,420	208,751
Moorby	2,606		5,992	257,023
Newby	2,168		6,747	323,370
Newstead	2,836		6,453	279,276
Nitocris	2,669		7,320	269,280
Nor	2,155		2,999	136,996
Olaf Kyrre	3,063		5,640	247,654
Ormesby	2,813		6,701	333,579
Platea	3,169		4,754	237,901
Polana	2,933		6,194	298,025
Puritan	4,042		9,755	473,022
Pydna	2,868		16,817	801,939
Ramleh	1,666		6,550	394,790
Rathe	4,246		11,409	552,275
Roxby	3,043		2,650	142,301
Rydal Holme	1,941		3,212	136,607
Silverdale	2,716		4,559	215,762
Skyros	2,634		5,327	225,797

Table giving the name, tonnage, and speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bales.	Value.
		<i>Knots.</i>		
Springwell	3,090	6.142	282,859	
St. Quentin	3,365	24.513	1,180,301	
Swainby	1,675	6.208	225,644	
Talbot	1,581	7.850	375,644	
Tanagra	3,317	9.123	433,807	
Teresa	3,869	9.200	396,831	
Tergeste	2,412	7.150	322,096	
Therapia	3,123	5.916	282,767	
Thornaby	1,730	5.510	365,419	
Thornley	2,847	6.464	314,008	
Treasury	2,956	8.441	444,510	
Tresco	2,595	3.500	187,294	
Uplands	2,275	8.335	312,990	
Ursula Bright	3,407	10.200	536,872	
Vala	2,536	6.757	351,372	
Wastewater	2,802	15.743	769,168	
Winchester	3,237	5.202	190,803	
Winnie	2,532	6.095	232,695	
Yestor	2,582	10.913	530,420	
Total	279,280		827,088	38,943,740

The following table gives the name, tonnage, and speed, when above 12 knots, of all vessels carrying exports of cotton from Galveston, Tex., during the year ending December 31, 1900, together with the amount and value of cotton carried by each:

Ship.	Tonnage, gross.	Speed.	Bales.	Value.
		<i>Knots.</i>		
Abbey Holme	3,105	8.461	\$390,192	
Acis	3,149	3.002	152,581	
Adala	3,847	2.727	84,832	
Afghanistan	3,427	7.50	35,507	
Ainsdale	2,249	6.327	318,564	
Alava	627	4.312	217,109	
Almond Branch	3,464	3.751	188,749	
Almiers	3,252	10.599	501,402	
Alton	3,347	9.650	474,121	
Angola	4,307	16.400	787,552	
Angsarth		5.450	284,066	
Arnage	2,521	9.687	481,525	
Atlas	3,090	1.756	81,084	
Basil	3,223	17.150	807,438	
Basuto	2,742	12	18,700	811,464
Benedict	3,878	6.500	349,235	
Bernard	3,682	8.807	380,331	
Bernard Hall	3,023	6.393	304,946	
Bernicia	3,355	9.91	46,571	
Bolton Hall	3,595	10.250	525,250	
Borkum	5,350	11.071	507,493	
Caithness	3,503	2.989	131,219	
Canada	2,404	2.993	147,130	
Cape Colonna	2,787	1.331	66,575	
Cape Corrientes	2,600	1.551	73,555	
Capella	3,193	12	7,300	282,955
Castano	3,833	9.929	509,792	
Cayo Largo	3,431	8.000	410,750	
Celtic Princess	3,603	11.593	529,600	
Cento	2,239	10.000	471,625	
Chancellor	4,637	10.100	505,190	
Columbia	825	2.805	134,452	
Comino	2,761	10.405	504,789	
Coningsby	3,356	1.000	49,500	
Consols	3,493	17.704	904,320	
Corby Castle	3,619	5.084	250,927	
Cunaxa	3,125	178	6,751	
Dargai	3,552	9.147	438,505	
Demstar		3.324	150,847	
Dictator	571	11.075	524,609	
Dinomore	3,063	7.500	295,082	
Dominic	2,966	5.083	253,500	
Dunmore Head	2,293	2.283	116,808	
Electrician	2,924	5.350	241,000	
Elswick Lodge	3,558	9.950	487,213	
Emma	2,893	8.453	375,962	
Empress	2,918	230	10,307	
Endeavour	2,159	1.252	50,237	
Eric	2,768	9.677	466,893	
Ethelreda	2,159	8.800	413,330	
Euskaro	2,472	4.588	472,010	
Farnham	3,102	13.750	676,616	
Fashoda	2,786	9.100	467,136	
Forest Holme	2,407	2.079	87,424	
Freshfield	2,730	7.253	370,087	
Gaditano	2,772	6.811	336,165	
Germania	2,919	585	23,030	
Glenroy	2,755	8.962	412,156	
Golden Cross	3,014	2.028	100,076	
Haddon Hall	1,451	621	27,676	
Halle	3,960	17.324	537,474	
Harentires		11.400	537,474	
Hornby Castle	3,712	7.951	410,887	
Heligoland	5,308	17.206	836,845	
Hemisphere	3,496	25.687	1,185,714	
Hibernia	2,418	2.882	134,826	
Hightington		6.108	247,431	
Hilarius	3,261	9.600	468,000	
Holmes		5.560	271,640	
Holmfield	2,521	250	12,587	
Holywell	3,300	10.500	497,371	
Honorius	3,476	11.500	584,487	
Horatio	409	14.500	730,075	

Table giving name, tonnage, and speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bales.	Value.
		<i>Knots.</i>		
Horatius	3,552	10.500	\$502,200	
Horsa	2,949	1.300	63,450	
Hostilius	3,325	11.050	568,268	
Howick Hall	3,712	9.500	370,387	
Huntcliffe	3,120	93	5,315	
Hutton	3,597	5.800	223,021	
Hydaspes	5,658	14	20,689	1,049,396
Hydra	820	5.000	253,262	
Hylas	4,233	12	15,500	801,432
Ida	2,564	11.010	465,231	
Idar	3,959	9.900	488,627	
Indrani	3,584	14.478	739,722	
Induna	4,426	13.000	688,901	
Inishowen Head	3,050	5.750	275,506	
Irada	8,119	134	53,968	2,750,959
Iran	6,250	12	37,080	1,804,504
Istrar	4,582	12	12,157	573,140
Jarlsberg	3,023	6.750	339,893	
Jno. Sanderson	3,274	750	36,328	
Joseph Merryweather	2,144	1,815	88,379	
Kelvingrove	3,062	8.862	443,266	
Kendal Castle	2,885	3,479	174,851	
Khartoum	3,020	2,940	117,743	
Khio	2,431	2,725	123,594	
Knaraboro	3,101	6,812	338,471	
Lady Joicey	3,194	8,910	456,075	
Langham	2,748	6,600	312,000	
Laughrigg Holme		2,079	87,424	
Leconfield		6,988	310,843	
Leuctra	3,027	8,449	342,313	
Llansannor	3,558	476	21,122	
Lugano	3,788	16,990	777,478	
Madriena	3,115	12	21,451	1,023,156
Malin Head	3,467	12	7,850	384,723
Manningtry	2,845	8,064	302,385	
Mantinea	2,732	7,500	395,677	
Maranhense	2,767	5,131	249,848	
Maria	2,164	7,909	365,917	
Maria Bickmers		7,033	280,389	
Marie Elsie	2,606	933	46,667	
Maritime	2,835	8,300	335,813	
Middleham Castle	3,062	14,859	642,120	
Mineola	4,890	8,300	399,644	
Minterne	2,823	1,488	68,121	
Mira	3,779	14,004	690,961	
Moorgate	3,201	8,000	318,000	
Mountby	3,263	2,300	119,973	
Navigator	2,571	12	10,997	548,941
Neptune	3,396	9,550	491,102	
Nicote	2,811	14,207	665,382	
Nordfarer	3,744	12,300	476,701	
Nordhavet	3,338	3,300	165,669	
Nordcap	2,066	900	46,673	
Norma	2,242	893	47,330	
Wilberforce	3,074	3,816	79,914	
Wileysike	2,501	255	5,500	
Woodbridge	2,605	3,910	75,250	
Woodleigh	2,664	1,685	35,406	
Zampa	2,364	3,380	70,960	
Zylpha	2,918	2,852	59,892	
Total	390,600		230,857	5,007,362

The following table gives the name, tonnage, and speed, when above 12 knots, of all vessels carrying exports of cotton-seed oil from Galveston, Tex., during the year ending December 31, 1900, together with the amount and value of cotton-seed oil carried by each:

Ship.	Tonnage, gross.	Speed.	Gallons.	Value.
		<i>Knots.</i>		
Atlas	3,090	5.200	\$1,400	
Banana	2,817	410,800	143,780	
Canada	2,404	40,030	14,017	
Coningsby	3,356	30,000	10,000	
Cunaxa	3,125	75,500	22,650	
Empress	2,918	2,120	30,740	
Fernmoor	3,098	725,000	225,000	
Germania	2,919	192,400	51,800	
Golden Cross	3,014	125,000	43,750	
Holmfield	2,521	147,628	44,288	
Ida	2,564	5,000	1,750	
Ila	767	213,252	74,637	
Jno. Sanderson	3,274	30,600	10,251	
Khartoum	3,020	278,200	83,460	
Mexicano	1,973	1,036,477	312,849	
Minterne	2,823	200,000	70,000	
Peerless	3,112	165,896	58,063	
Phoebe	2,754	130,000	45,500	
Rosefield	3,089	404,950	141,732	
Serra	2,294	26,000	8,100	
Slidrecht	1,832	199,108	57,435	
Sobraon	2,385	273,000	73,500	
Sofia Bralli	2,694	572,475	200,366	
Therapia	3,123	17,400	6,040	
Thomas Hoyman		65,450	19,935	
Tervose	3,112	5,200	1,560	
Volage	2,724	144,040	48,253	
Westgate	2,773	84,240	28,980	
Total	73,277		5,605,989	1,829,838

The following table gives the name, tonnage, and speed, when above 12 knots, of all vessels carrying exports of wheat from Galveston, Tex., during the year ending December 31, 1900, together with the amount and value of wheat carried by each:

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Adalia	3,847		88,000	\$61,600
Angsarth			78,000	53,632
Anselma de Larrinaga	4,064		213,582	147,372
Arnage	2,521		24,000	15,840
Athena	3,427		146,348	103,761
Atlas	3,060		40,000	30,000
Bastak Bat			103,000	75,975
Benedict	3,378		152,476	111,482
Bernard	3,682		168,000	120,960
Bernard Hall	2,601		26,250	19,688
Blue Cross	3,028		128,000	96,000
Borkum	5,352		236,000	169,000
Buckfield			146,000	102,230
Caithness	3,503		226,980	151,944
Canada	2,404		139,680	92,189
Cape Colonna	2,789		38,440	25,367
Cape Corrientes	2,600		96,000	64,320
Capella	3,193	12	24,000	15,840
Comino	2,761		69,600	49,764
Coningsby	3,356		79,630	59,950
Consols	3,493		60,000	45,000
Corby Castle	3,609		52,000	39,000
Cunaxa	3,125		85,969	56,740
Dargai	3,552		136,000	90,360
Demstar			40,000	28,400
Dominic	2,966		160,000	110,040
Dunraven	3,333		168,000	126,000
Endeavor	2,795		219,630	157,522
Eric	2,768		62,080	40,973
Euskaro	2,472	12	20,000	15,000
Finlands	1,494		8,000	5,280
Forest Holme	2,407		92,800	61,712
Golden Cross	3,014		168,000	122,640
Gregory	2,030		96,000	69,120
Haddon Hall	1,451		20,000	13,900
Halle	3,960	12½	104,000	78,000
Hornby Castle	3,712		146,400	109,800
Helgoland	5,308		80,000	52,800
Hibernia	2,418		88,000	58,528
Holmfield	2,321		32,000	24,000
Horatio	409		24,000	18,000
Huntcliffe	3,120		112,000	77,280
Idar	3,959		48,000	36,000
Induna	4,426		80,000	56,800
Irada	8,119	13½	312,000	224,560
Istrar	4,582	12	48,000	36,000
Jno. Sanderson	3,274		89,667	67,250
Joseph Merryweather	2,144		88,000	66,000
Kelvingrove	3,062		24,000	16,800
Kendal Castle	2,885		214,132	152,979
Khartoum	3,020		72,000	47,520
Laughrigg Holme			15,200	10,108
Lavernock	2,362		51,360	41,088
Llandudno	4,064		228,000	150,480
Llansannor	3,568		120,000	82,800
Lugano	3,788		46,000	30,000
Malin Head	3,467	12	48,000	36,000
Maranhense	2,767		32,000	24,000
Maria	2,164		32,000	24,000
Marie Elsie	2,606		74,000	48,840
Middleham Castle	3,062		884,800	264,756
Mineola	4,860		176,320	132,240
Mira	3,779		80,000	57,000
Mountby	3,263		40,000	28,000
Navigator	2,571	12	64,000	44,160
Nicete	2,811		47,040	31,282
Nordhavet	3,338		112,000	82,880
Nordkap	2,066		200,000	138,000
Norna	2,242		96,000	72,000
North Sands	3,526		120,000	86,400
Nubia	3,551		64,000	48,000
Orange Branch	3,435		176,000	123,200
Orion	3,242		32,000	22,400
Paulina	2,116		64,000	48,000
Peerless	3,112		311,600	216,100
Phoebe	2,754		128,000	90,960
Phoenicia	3,100		48,000	32,160
Polycarp	2,966		112,000	75,040
Raeburn	5,183	12½	40,000	28,000
Raithwaite	3,027		64,000	48,000
Ramon de Larrinaga	3,058		353,530	250,644
Recta	2,905		76,000	50,680
Richmond Castle	3,605		56,000	37,520
Rio Jano	4,904		24,000	18,000
Romney	2,806	12	24,000	16,800
Rosefield	3,089		40,000	28,400
Samaria	2,574		40,000	28,000
Santanderino	3,082	12½	32,070	24,052
Saturinina	2,808		12,000	9,000
Semantha	2,847		93,350	62,544
Serra	2,294		86,800	61,812
Sheldrake	2,697		48,000	36,000
Shiedrecht	1,832		24,000	15,840
Springwell	3,030		56,320	39,424
Stanfield	3,370		36,000	27,000
Taunton	3,793		40,000	26,600
Telesfaro	4,069		164,400	122,680
Thomas Hoyman			48,000	31,680
Traveller	3,042	12	24,000	18,720
Trevose	3,112		80,000	56,000
Ulverston	3,516		30,400	20,064
Urd	3,049		160,000	116,400
Vauxhall	3,623		208,800	138,852

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Venetia	3,506		176,000	\$116,160
Volage	2,724		32,000	24,000
Wanderer	2,914		40,000	29,700
Wastewater	2,862		88,000	58,080
Westgate	2,773		148,400	100,956
Wilberforce	3,074		32,000	21,280
Wileysike	2,501		104,000	86,000
Woodbridge	3,605		56,000	42,000
Woodleigh	2,664		113,200	79,806
Zampa	2,364		48,000	36,000
Zylpha	2,918		32,000	24,000
Total	340,764		10,958,594	7,643,528

The following table gives the name, tonnage, and speed, when above 12 knots, of all vessels carrying exports of flour from Galveston, Tex., during the year ending December 31, 1900, together with the amount and value of flour carried by each:

Ship.	Tonnage, gross.	Speed.	Barrels.	Value.
		<i>Knots.</i>		
Basil	3,233		714	\$2,713
Bernard	3,682		1,000	3,800
Broomhaugh	1,987		21,211	51,665
Caithness	3,503		1,194	4,538
Cape Corrientes	2,600		731	2,704
Chancellor	4,637		1,429	5,430
Comino	2,761		250	950
Cunaxa	3,125		11,531	46,124
Demstar			1,143	4,343
Dominic	2,966		286	1,087
Dunmore Head	2,233		2,143	7,500
Dunraven	3,333		1,428	5,426
Empress	2,918		714	1,786
Euskaro	2,472	12	1,796	6,825
Finlands	1,494		23,291	93,164
Germania	2,919		1,088	4,172
Gyller	549		47,649	163,140
Halle	3,960	12½	1,122	3,927
Harentires			1,142	3,400
Herald	500		7,140	27,131
Hightington			7,258	27,933
Hutton	3,597		179	680
Idar	3,959		1,143	2,615
Inishowen Head	3,050		7,864	29,096
Irada	8,119	13½	8,643	13,843
Iran	6,250	12	3,924	14,911
Istrar	4,582	12	565	2,147
Jno. Sanderson	3,274		1,428	4,300
Kendal Hall	2,885		2,000	7,600
Khio	2,431		6,939	24,065
Lugano	3,788		821	3,120
Madriena	3,115	12	1,142	4,340
Malin Head	3,467	12	4,650	16,385
Maranshire	2,767		149	566
Marie Elsie	2,606		1,143	4,343
Middleham	3,062		1,921	7,300
Mira	3,779		1,586	7,651
Navigator	2,571	12	2,679	10,180
Nordkap	2,066		3,669	10,886
Peerless	3,112		1,428	5,426
Polycarp	2,966		714	2,713
Red Cross	2,877		225	563
Runo	4,016		42,857	15,643
Salamanca	1,365		780	2,950
Santanderino	3,082	12½	714	2,713
Saturinina	2,808		1,745	6,341
Serra	2,294		5,907	15,725
Shiedrecht	1,832		614	2,363
Straits of Menai	2,870		561	2,161
Telesfaro	4,069		857	3,257
Teodora de Larrinaga	3,969		1,143	4,443
Thomas Hoyman			2,205	8,489
Westgate	2,773		2,013	4,429
Total	152,403		241,478	739,012

The following table gives the name, tonnage, and speed, when above 12 knots, of all vessels carrying exports of corn from Galveston, Tex., during the year ending December 31, 1900, together with the amount and value of corn carried by each:

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Alava	627		26,714	\$9,750
Alumero	3,252		191,000	69,715
Basil	3,223		25,714	9,386
Bernard	3,682		42,857	16,248
Chancellor	4,637		60,000	21,900
Comino	2,761		21,428	7,821
Consols	3,493		24,857	9,073
Demstar			11,517	5,182
Dfomore	3,063		42,857	14,786
Dominic	2,966		17,143	7,030
Empress	2,918		89,742	30,961
Euskaro	2,472	12	56,996	20,804
Glanystwyth	2,993		157,083	59,091
Hemisphere	3,436		42,857	14,785
Horatio	409		42,857	16,500

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Inishowen Head	3,050		187,911	\$72,122
Jarlsberg	3,023		34,027	12,420
Lugano	3,788		42,857	16,286
Madrilena	3,115	12	25,714	9,771
Malin Head	3,467	12	126,000	50,400
Maria Rickmers			77,149	26,614
Moorgate	3,201		42,857	16,286
Navigator	2,571	12	60,000	23,400
Nile	2,811		30,000	10,350
Nordby	3,847		200,000	73,000
Nordfarer	3,744		223,000	81,395
Nordhavet	3,338		167,873	63,792
Nordkap	2,066		90,000	34,200
North Sands	3,526		85,714	31,286
Paulina	2,116		25,100	9,538
Rio Jano	4,904		34,285	11,828
Rydal Hall	3,314		42,856	16,285
Santanderino	3,082	12½	21,427	7,821
Saturinina	2,808		42,857	14,786
Serra	2,294		47,143	19,799
Springwell	3,030		85,714	32,571
Straits of Menia	2,870		105,738	44,410
Telesfaro	4,069		52,929	20,113
Teodora de Larrinaga	3,999		51,428	18,771
Traveller	3,042	12	25,714	10,285
Ulverston	2,516		81,943	29,909
Wilberforce	3,074		34,283	11,828
Total	128,047		2,898,142	1,163,423

The following table gives name, tonnage, and speed, when above 12 knots, of all vessels carrying wheat from San Francisco, Cal., during the year ending December 31, 1900.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Acamas	1,860		121,045	\$72,800
Acapulco	2,572		23,530	14,115
Abydos	3,047		47,600	29,300
Afon Alaw	3,032		118,520	73,612
Albert	683		2,234	138
Algoa	7,575		1,667	1,053
Aloha	815		5	3
Amazon	2,062		111,880	67,128
A. M. Baxter			53	21
America Maru	5,870	17	302	302
Americano	901		45,082	27,949
Amiral Troude	1,949		92,518	57,861
Amy Turner	961		245	152
Ancaios	1,626		58,066	35,982
Andrew Welsh	903		195	121
Anglesey	1,297		71,549	44,357
Anjou	2,069		100,137	60,082
Annie Johnson	1,049		252	155
Archer	900		463	287
Aristides	1,721		6,173	3,826
Australia	2,753	15	133	87
Australian	2,103		127,280	77,325
Balasure	2,724		152,716	94,650
Bankleigh	1,540		53,580	51,777
Bardowie	2,146		129,368	80,121
Barraconta	1,659		6,702	4,121
Beechbank	2,288		133,705	82,823
Blackbrals	2,207		133,543	88,139
Bourbake	2,297		112,656	78,000
Buteshire	1,910		111,368	66,821
Caithness-shire	1,641		102,457	61,475
Cambrian Hills	1,760		103,937	77,000
Cambuskemeth	1,925		111,950	70,529
Canrobert	1,942		92,755	55,673
Carmaman			108,421	67,680
Celtic Monarch	2,119		126,595	75,957
Centennial	2,075		223	153
C. D. Bryant	929		108	66
Ceylon	681		83	62
Chas. Gounod	2,300		112,500	76,000
Chas. Nelson	663		200	120
Chiltonford	2,348		139,655	83,793
China	4,940	17	1,866	1,400
City of Papete	390		41	30
City of Para	3,532	14	40	24
City of Peking	5,080	14	1,668	1,250
City of Sydney	3,017	13	42,525	26,000
Clan Buchanan	2,140		118,353	85,275
Clan Graham	2,147		12,651	7,845
Cleomene	1,794		90,016	60,000
Cleveland	1,138		23	20
Coalunga	1,001		54,587	33,752
Colon	2,686		92,213	57,168
Combermere	1,727		95,945	59,467
Consuelo	234		75	48
Cortes	1,275		121,070	75,042
Crocodile	2,555		30,010	18,606
Cromdale	1,903		111,058	68,835
Crompton	2,610		182,000	100,440
Crown of Denmark	2,103		114,085	69,732
Crown of India	2,057		26,133	16,180
Crown of Scotland	1,617		90,253	55,956
C. T. Hill	140		2	1
Czarina	1,045		288	147
Diamond Head	1,012		636	394
Dirigo	3,005		60,437	37,470
Dorie	4,676		247	152
Dowan Hill	2,115		125,795	77,962

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Dunearn	1,632		103,857	\$64,361
Eaton Hall	1,854		97,498	60,448
E. B. Sutton	1,827		137	84
Edward Sewall	3,206		51,810	32,122
Elmhurst	1,784		97,838	61,637
Emilie Galline	2,040		96,310	58,400
Eudora	1,962		18,500	11,470
Euphrosyne	1,905		106,073	65,235
Falls of Afton	1,974		109,961	69,279
Falls of Clyde	1,809		171	106
Fannie Kerr	2,426		137,703	82,662
Fervaal	2,300		112,500	67,500
Flintshire	1,273		70,183	43,513
Ft. George	1,769		71	44
Francesco Ciampa	1,778		95,960	60,500
Galilee	354		113	70
Gen. Gordon	2,059		46,667	28,933
Gen. Neumayer	1,939		92,435	57,309
George Curtis	1,838		82,793	46,676
Gladys	1,963		146,858	91,114
Glencaird	2,614		102,736	61,642
Grande Duchess Olga	2,064		136,758	84,790
Grenada	2,268		83	51
Harriet G.	253		58,483	36,259
Hathor	2,647		101,957	63,213
Heathfield	1,534		1,867	1,157
Herodot	2,799		103,895	62,337
H. F. Glade	1,785		18,528	11,487
Hiddekel	2,655		145,168	90,004
Hongomont	2,428		118,583	71,150
Hutton Hall	2,052		136,365	81,819
Hyderabad	2,195		22,512	13,957
Inveresk	1,415		88,967	53,880
Inverlochry	1,471		88,450	53,070
Inverlyon	1,450		89,841	54,215
Invermay	1,471		88,400	52,400
Inverneill	1,470		84,945	51,000
Inverurie	1,417		203	126
Irmgard	671		11,200	6,944
Isis	2,534		138,557	85,905
James Kerr	2,420		111	70
Jennie Wand	172		112,648	69,841
Jessomone	1,944		335	207
John G. North	337		149,891	90,000
Kelburn	2,579		125,645	77,800
Kenilworth	2,293		101,315	62,815
Kensington	1,725		105,427	63,256
Killiecrankie			993	73
Kinan	2,240		134,538	86,800
King David	2,242		33,600	20,832
King George	2,292		37,700	23,374
Kinross-shire	2,318		18,737	11,529
La Bruyere	2,301		131,080	78,650
Lauriston	1,557		93,700	59,000
Lord Elgin	359		120	75
Lurline	3,648		37,341	23,151
Luxor	2,914		39,525	24,505
Lyderhorn	2,531		139,155	83,493
Lynton	2,297		18,833	11,676
Marechal Davout	2,297		112,825	68,700
Marechal de Turenne	1,920		111,548	73,600
Marechal Suchet	2,005		158,618	116,943
Marguerite Molinos	2,294		111,748	67,049
Marie Molinos	2,062		97,995	65,500
Mariposa	3,153		7	4
Martha Davis	871		281	173
Martha Reux			95,377	57,226
Matterhorn	1,917		109,343	66,427
Mauna Ala	820		15	9
Mayfield	2,285		132,068	81,222
Merioneth	1,408		77,908	56,679
Mohican	852		250	185
Moliere	2,304		23,540	14,124
Montgomeryshire	1,452		79,423	47,700
Muana	3,915		10	6
Musselerag	1,985		125,543	82,858
Neko	3,648	12	66,895	41,474
Noemi	2,297		111,877	67,126
Norfolk Island	1,360		80,616	49,000
Normandie	2,056		101,416	60,850
Olympic	2,837		281	174
O. M. Kellogg	363		10	43
Oranasia	2,706		154,216	92,530
Otterspool	1,850		103,843	65,431
Oweene	2,432		138,925	88,000
Paul Isenberg	1,232		68,503	42,472
Pelens	2,122		126,960	78,715
Port Elgin	1,762		104,320	63,000
Primrose Hill	2,520		127,120	76,300
Queen	2,727	16	95	58
Reliance	2,631		134,625	79,970
Roanoke	3,539		161,100	98,882
Roby	2,293		126,616	76,000
Roderick Dhu	1,534		7,763	4,813
Robert Lewes	733		182	112
R. P. Rishet	1,080		238	147
St. Frances	1,899		170	105
Samoena	1,962		119,838	71,903
San Juan	2,076	12	23	14
Santiago	1,017		1,717	106
Schwarzenbek	2,036		116,727	71,790
Seafarer	2,206		8,818	5,467
Serapis	2,546		35,473	21,963
Siam	3,160		145,495	87,300
Sierra	6,200		8	5
S. N. Castle	515		170	105

Table giving the name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Bushels.	Value.
		<i>Knots.</i>		
Speke	2,875	12	159,998	\$96,000
Tanis	2,670	12	11,202	6,725
Tillie E. Starbuck	2,033		270	165
Tinto Hill	2,144		121,472	72,885
Tourame	2,064		21,240	13,168
Tropic Bird	348		151	94
Tsu Kishima Maru			16,667	10,393
Umatilla	3,070		2	1
Viking	147		67	41
Ville de Hulhouse			140,067	86,841
W. F. Witzmann	450		10	6
W. H. Diamond	391		127	78
Windsor Park	1,844		103,670	68,233
Yosemite	807		45,950	38,604
Total	367,781		12,033,091	7,684,891

The following table gives name, tonnage, and speed, when above 12 knots, of all vessels carrying flour from San Francisco, Cal., during the year ending December 31, 1900:

Ship.	Tonnage, gross.	Speed.	Barrels.	Value.
		<i>Knots.</i>		
Acapulco	2,572		20,117	\$66,386
Abydos	3,047		7,613	25,123
Alameda	3,158	15	103	340
Alden Besse	842		150	495
Algoa	7,575		41,781	137,877
Alice Cooke	783		750	2,475
Aloha	815		1,158	3,821
A. M. Baxter			64	211
America Maru	5,870	17	39,408	130,046
Amy Turner	991		1,025	3,383
Andrew Welsh	903		55	181
Annie Johnson	1,049		854	2,618
Archer	900		877	2,890
Australia	2,733	15	2,265	7,500
Barracouta	1,659		3,415	11,200
Belgian King	3,379		31,491	109,920
Bergenhus	3,606		24,820	74,460
Birma	1,457		22,500	70,500
Carlisle City	3,002		1,410	4,600
Centennial	2,075		2,665	7,249
C. D. Bryant	929		1,120	3,360
Ceylon	681		1,250	4,100
Chas. Nelson	683		465	1,520
China	4,940	17	22,994	65,700
City of Papete	390		684	2,250
City of Para	2,532	14	9,189	15,743
City of Peking	5,080	14	42,269	115,540
City of Puebla	2,624	15	317	1,040
City of Rio de Janeiro	3,543		28,040	87,966
City of Sydney	3,017	13	17,181	56,600
Clan Galbraith	2,149		75,804	73,909
Cleveland	1,138		539	1,700
Colon	2,686		16,614	47,700
Compeer	247		30	80
Consuelo	294		450	1,485
Coptic	4,356	15	58,855	194,221
Crown of India	2,057		8	26
Curaçao	1,508		606	2,000
Cyrus Wakefield	2,119		511	1,686
Czarina	1,045		12	39
Dalny Vostok	3,688		2,000	6,600
Diamond Head	1,012		2,048	6,758
Dora Blum	338		75	250
Doric	4,676		54,608	180,206
Eclipse	1,595		1,044	3,445
Edward May	928		540	1,782
Falls of Clyde	1,809		3,311	10,926
Ft. George	1,769		100	330
Frankfurt	7,431	13	1,960	6,468
Gaelic	4,206		63,477	209,474
Galliee	354		1,566	5,134
Gardiner City	475		1,750	5,775
George Curtis	1,838		800	2,640
G. W. Watson	453		1,250	4,125
Hather	3,647		10,941	36,009
Helene	927		150	495
Herodot	2,799		7,673	25,320
Hongkong Maru	6,065	17	67,367	222,303
Inveramsay	1,438		11,331	34,700
Invincible	1,460		18,812	62,079
Irregard	671		709	2,537
Isis	2,534		13,505	44,566
J. C. Pfleger	1,021		15,075	49,747
Jennie Wand	172		450	1,485
J. H. Colman	464		5	16
John D. Spreckels	267		1,850	6,105
John G. North	337		1,772	5,847
Kinan	993		450	1,485
Lady Joicey	3,194		17,350	57,255
Louise J. Kenney	163		20	66
Lurline	359		750	2,475
Luxor	3,648		12,182	40,200
Mananense	1,672		552	1,820
Mariposa	3,158		273	900
Martha Davis	871		1,713	5,650
Mary E. Foster	950		2,150	7,000
Mexico	222		2,000	6,600
Mildred	464		1,750	5,775
Mohican	852		192	630
Muana	3,915		227	737

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Barrels.	Value.
		<i>Knots.</i>		
Neko	3,648	12	3,300	\$10,890
Newport	2,735	13	30,989	95,986
Nippon Maru	5,873	17	48,322	159,900
Nuliwa			37	124
Octavia			2,480	8,184
Olympic	2,837		711	2,300
O. M. Kellogg	393		1,894	6,250
Peru	3,526	14	28,196	93,000
Planter	525		1,368	4,500
Queen	2,727	16	40	132
Robert E. Hurd			575	1,897
Roderick Dhu	1,534		2,425	8,000
Robert Lewes	733		1,000	3,300
St. Frances	1,899		1,849	6,100
San Blas	2,075		1,890	6,000
San Jose	2,081		815	2,600
San Juan	2,076	12	6,062	20,004
Santiago	1,017		625	2,082
S. C. Allen	690		1,827	6,000
Serapis	2,546		12,020	39,666
S. G. Wilder	604		275	907
Sierra	6,200		20	66
Sikh	2,672		8,000	27,650
S. N. Castle	515		1,678	5,537
State of California	2,266	15	5	17
Surprise			120	400
Tamis	2,870	12	5,980	17,940
Thora	879		75	247
Tillie E. Starbuck	2,033		650	2,145
Transit	548		2,108	6,900
Tropic Bird	348		4,288	14,141
Tsuckishima Maru			9,182	36,300
Tulenkim			20	66
Twilight	376		182	600
Tyr	2,225		4,782	14,350
Umatilla	3,070	14	414	1,390
Una			6	20
Viking	147		200	690
Volumnia	3,098		3,522	11,622
Walla Walla	3,070	14	97	320
W. F. Witzmann	450		3,058	10,091
W. G. Irvin			325	1,070
W. H. Diamond	391		855	2,820
W. S. Phelps	101		75	245
Total	230,239		1,053,162	3,023,624

Table giving name, tonnage, and speed, when 12 knots or above, of all vessels carrying exports to foreign ports from San Francisco during the year ending December 31, 1900, together with the value of merchandise carried by each vessel:

Ship.	Tonnage, gross.	Speed.	Value.
		<i>Knots.</i>	
Abydos	2,117		\$95,961
Acamas	1,890		71,500
Acapulco	2,572		413,874
Aeolus	45		8,325
Afghanistan	2,286		341,007
Afon Alaw	2,052		78,200
Alameda	3,158	15	524,908
Albert	683		147,312
Albyn	2,154		68,200
Alden Besse	842		104,274
Alesia	5,167		75,557
Alexander	629		4,200
Algoa	7,575		730,293
Alice Cooke	783		34,897
Allen A	343		9,231
Aloha	815		106,926
Alsternixe	3,045		527,448
Amazon	2,062		67,128
A. M. Baxter			38,834
America Maru	5,870	17	791,519
Americano	901		21,958
Admiral Froude	1,949		55,511
Amy Turner	991		73,904
Ancaies	1,826		64,780
Andrew Welsh	903		96,045
Anglesey	1,297		42,000
Anjou	2,069		60,000
Annie Johnson	1,049		132,568
Archer	900		126,943
Aristides	1,721		223,235
Australia	2,753	15	1,412,209
Australian	2,108		77,325
Balasore	2,724		91,630
Balmoral	2,614		76,500
Bankleigh	1,540		50,147
Bardowie	2,146		76,700
Barracouta	1,659		127,117
Beechbank	2,288		85,240
Belgian King	3,379		147,801
Bergenhus	3,606		94,956
Birma	1,457		70,500
Blackbraes	2,207		83,139
Bosnia	7,435	12	133,480
Bourbaki	2,297		73,000
Bristol	1,983		2,253
Buteshire	1,910		66,820
Caithness-shire	1,641		61,475
Cambrian Hills	1,760		65,480
Cambuskenneth	1,925		70,529

Table giving name, tonnage, and speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Value.
		Knots.	
Canrobert	1,942		\$54,300
Carlisle City	3,002		78,155
Carmanian			67,680
Carmanthenshire	2,929	12	3,176
Celtic Monarch	2,119		75,953
Centennial	2,075		125,429
Ceylon	681		24,781
C. D. Bryant	929		60,000
Chas. Gounod	2,300		76,000
Chas. Nansen			28,099
Chas. Nelson	663		18,973
Chas. B. Kenney	1,128		21,677
Chas. E. Falk	299		400
Chas. H. Merchant	283		12,987
Chiltonford	2,348		76,400
China	4,940	17	784,344
City of Benares	1,632		56,830
City of Papete	390		25,585
City of Para	3,532	14	356,570
City of Peking	5,080	14	720,682
City of Pueblo	2,624	15	242,431
City of Rio de Janeiro	3,548		697,944
City of Sydney	3,017	13	305,361
Clan Buchanan	2,140		85,275
Clan Galbraith	2,149		73,909
Clan Graham	2,147		78,747
Cleomene	1,794		60,000
Cleveland	1,138		37,402
Coalunga	1,001		32,652
Colon	2,686		299,891
Combermere	1,727		56,130
Compeer	347		14,262
Condor	3,053		11,462
Consuelo	294		62,319
Coptic	4,356	15	962,770
Cortez	1,275		72,640
Craigorne	1,905		62,040
Crocodile	2,555		370,807
Croix de Sud			882
Cromdale	1,903		65,000
Crompton	2,810		97,280
Crown of Denmark	2,103		70,163
Crown of India	2,057		67,000
Crown of Scotland	1,617		56,474
C. T. Hill	140		1,727
Curacao	1,503		846,543
Cyrus Wakefield	2,119		185,847
Ozar	144		61,270
Ozarina	1,045		193,524
Dalny Vostok	3,688		6,900
Defender	446		40,466
Diamond Head	1,012		77,701
Dirige	3,005		412,442
Dora Blum	338		47,942
Doric	4,676	1,087	733
Dowan Hill	2,115		74,380
Dunearn	1,632		70,100
Eaton Hall	1,854		57,000
E. B. Sutton	1,827		96,142
Eclipse	1,565		6,959
Edward May	828		26,068
Edward Sewall	3,206		435,966
Eldsvold			76,371
Eliza Miller	156		6,278
Elmhurst	1,784		61,637
Emanuele Accame	2,131		58,960
Emilie Galline	2,040		56,400
Emily Reed	1,565		122,807
Empire	1,134		57,534
Eudora	1,922		78,279
Euphresyne	1,905		65,235
Eva	277		2,500
Falcon	206		5,238
Falls of Afton	1,974		69,276
Falls of Clyde	1,809		110,492
Fannie Kerr	2,436		82,600
Fervaal	2,300		67,500
Fungal	2,570		337,693
Flintshire	1,273		69,617
Fort George	1,769		804,782
Francesco Ciampa	1,778		60,500
Frankfurt	7,431	13	23,371
Gaelic	4,206		944,315
Gallilee	354		75,850
Gardiner City	475		41,883
Gen. Banning	177		22,386
Gen. Gordon	2,059		49,235
Gen. Neumayer	1,939		55,500
General Roberts	1,997		67,218
George Curtis	1,838		285,106
George Skolfield	1,314		15,440
Gladys	1,393		47,500
Glencaird	2,614		99,898
Godiva	2,059		60,105
Grace Dollar	429		3,961
Grande Duchess Olga	2,064		60,100
Grenada	2,268		77,950
G. W. Watson	453		32,275
Halcyon	294		3,500
Harriet G.	253		33,180
Hather	3,647		274,437
Heathfield	1,534		61,174
Helen N. Kimball	192		3,806
Helene	927		50,000
Herman	106		6,459
Herodot.	2,799		160,633
H. F. Glade	1,785		62,330

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed.	Value.
		Knots.	
Hiddekel	2,655		\$433,028
Himalaya	1,008		25,129
Holliswood	1,141		27,500
Hongkong Maru	6,065	17	858,813
Horda	2,927		2,100
Hougomont	2,428		88,190
Hutton Hall	2,032		71,150
Hyderabad	2,195		81,800
Ignacio Mariscal			22,728
Indore	2,146		60,000
Inveramsay	1,438		34,700
Inveresk	1,415		51,408
Inverlochry	1,471		53,980
Inverlyon	1,450		52,400
Invermay	1,471		54,212
Inverneill	1,470		52,400
Inverurie	1,417		51,000
Invincible	1,460		49,094
Iringard	671		86,451
Isis	2,594		168,079
James Kerr	2,420		83,100
J. C. Pfuger	1,021		163,171
Jennie Wand	172		15,646
Jessomene	1,944		64,200
John D. Spreckels	267		38,822
John G. North	337		62,058
J. M. Colman	464		50,477
Juana Peral	818		26,000
J. W. Wendt	1,814		62,630
Kelburn	2,579		90,000
Kenilworth	2,293		77,800
Kensington	1,735		54,700
Killiecrankie			63,255
Kinan	983		23,882
King David	2,240		86,800
King George	2,242		78,158
Kinross-shire	2,292		77,800
La Bruyere	2,318		64,100
La Chilena			226
Lady Joicey	3,194		54,734
Largo Law	1,681		55,432
Laura Pike	146		1,969
Lauriston	3,301		78,050
Leander	2,962		16,586
Lena Sweasey	257		38,816
Lilleboune	218		4,308
London Hill			182,442
Lord Elgin	1,557		59,000
Lord Templeton	2,152		19,768
Louise J. Kenney	163		14,955
Lurline	359		105,749
Luxor	3,648		95,752
Lyderhorn	2,914		341,975
Lynton	2,531		81,400
Mananense	1,672		43,163
Manydown	2,436		72,400
Marechal Davout	2,297		65,400
Marechal de Turenne	2,297		142,800
Marechal Suchet	1,920		73,600
Marguerite Molinos	2,005		179,336
Marie	2,294		67,049
Marie Molinos	2,052		65,500
Marie Hackfeld	1,785		55,000
Mariposa	3,158		598,775
Martha Davis	871		89,000
Martha Reux			51,500
Martha W. Tuft	173		6,512
Mary E. Foster	950		111,409
Mascotte			7,644
Matterhorn	1,917		66,427
Mauna Ala	820		50,278
Mayfield	2,285		81,222
Merioneth	1,408		56,679
Metha Nelson	460		17,217
Metropolis	1,811		54,000
M. E. Watson	1,718		53,980
Mexico			40,736
Mildred	464		34,685
Milverton	2,215		82,298
Muana	3,915		575,786
Mohican	852		102,008
Moliere	2,304		59,700
Montgomeryshire	1,452		47,700
Musselcrag	1,985		82,858
Neko	3,648	12	82,648
Newport	2,735	13	481,411
Nippon Maru	5,873	17	709,547
Noemi	2,297		67,100
Norfolk Island	1,360		49,000
Norma	1,882		71,600
Normandie	2,056		60,850
Northern Light	385		4,373
Nuliwa			4,059
Nurnberg	4,150	12	87,108
Octavia			117,255
Olympic	2,837		81,931
O. M. Kellogg	393		35,460
Oraniasia	2,706		90,218
Orient	312		2,879
Otterspool	1,850		65,421
Oweene	2,432		88,000
Paramita	1,573		34,210
Paul Isenberg	1,232		40,000
Pegasus	2,661		75,467
Peleus	2,122		92,143
Peru	3,528	14	396,088
Pitcairn	172		4,000

Table giving name, tonnage, speed, etc.—Continued.

Ship.	Tonnage, gross.	Speed. Knots.	Value.
Planter	525		\$57,743
Port Elgin	1,762		68,538
Precursore			21,350
Primrose Hill	2,520		76,300
Queen	2,727	16	167,706
Queen of the Isles			3,973
Reliance	2,631		79,970
Roanoke	3,539		113,720
Robert Adamson	2,992		991
Robert E. Hurd			12,000
Robert Lewes	733		62,907
Roby	2,293		76,000
Roderick Dhu	1,534		106,420
Rosamond	1,387		20,000
Roy Somers	315		3,228
R. P. Rithet	1,080		76,777
Ruby A. Cousins	193		4,161
Salvatore Ciampa	1,780		57,191
Samoa	6,839		58,590
Samoaena	1,962		70,100
San Benito			27,643
San Blas	2,075		15,570
San Jose	2,081		40,374
San Juan	2,076	12	108,383
Santiago	1,017		132,877
S. C. Allen	690		92,070
Schwarzenbek	2,036		71,790
Seafarer	2,206		85,334
Senator	2,410	13	26,626
Serapis	2,546		89,079
Servia	1,867		28,544
S. G. Wilder	604		18,148
Shenandoah	3,407		70,533
Siam	3,160		87,300
Sierra	6,200		307,226
Sierra Pedrosa	1,686		50,000
Sikh	2,672		31,722
Sir Robert Fernie	2,528		88,628
S. N. Castle	515		64,329
Spartan	1,449		29,950
Speke	2,875		95,000
Springburn	2,655		414,190
State of California	2,266	15	6,629
St. Frances	1,899		114,699
St. Katherine	1,264		20,000
Strathdon	2,093		338,503
Surprise			9,668
Susquehanna	2,745		16,985
Tanis	2,870	12	175,160
Tellus	2,522		976
Thalatta	1,793		55,300
Theodor	2,439		62,395
Thora	879		7,558
Tillie E. Starbuck	2,033		68,319
Tinto Hill	2,144		72,885
Titania	3,613		4,838
Tourame	2,064		60,500
Transit	548		36,111
Tropic Bird	948		92,135
Tsukishima Maru			44,221
Yulenkun			8,007
Tyr	2,225		144,596
Umatilla	3,070	14	335,707
Una			760
Universe	2,535		10,156
Victorious	3,434		73,255
Vidette	617		6,712
Viking	147		8,853
Ville de Mulhouse			90,000
Vine	229		2,800
Volumbia	3,098		81,008
Walla Walla	3,070	14	585,301
Warfield	3,242		1,908
Webfoot	362		10,490
Wellington	1,964		4,888
W. F. Witzmann			67,793
W. G. Irwin			20,958
W. H. Diamond	391		30,663
Willie R. Hume	666		16,000
Willscott	1,981		12,794
Windsor Park	1,844		68,233
Winslow	566		8,046
W. S. Phelps	101		9,956
Yosemite	807		28,604
Total	618,279		38,786,534

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. C. R. McKENNEY, its enrolling clerk, announced that the House had passed a resolution, transmitting to the Senate the message of the President and the bill (H. R. 5224) for the relief of Edward Kershner, with the request that the Senate reconsider its action in passing the bill, in order that an amendment may be made to the bill by striking out the word "director" and inserting in lieu thereof the word "inspector."

MISSOURI RIVER BRIDGE AT SOUTH OMAHA, NEBR.

Mr. BERRY. I ask unanimous consent for the present consideration of the bill (H. R. 4607) to provide for the construction of a bridge and approaches thereto across the Missouri River at or near South Omaha, Nebr.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill, which had been reported from the Committee on Commerce with an amendment, on page 3, line 19, section 3, after the words "Secretary of War," to insert:

And said structure shall be changed at the cost and expense of the owners thereof from time to time as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendment was concurred in.

The amendment was ordered to be engrossed and the bill to be read a third time.

The bill was read the third time, and passed.

PROMOTION OF COMMERCE.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 1348) to provide ocean mail service between the United States and foreign ports, and the common defense; to promote commerce, and to encourage the deep-sea fisheries.

Mr. ALLISON. Mr. President, as no one else seems desirous of taking the floor on the pending bill at the present moment, I wish to submit a few objections which I have to the bill as it stands. I do so with some hesitation, for the reason that I have been trying for some days to ascertain exactly what this bill proposes to do and how far it differs from the bill that was considered here a year ago, and I must confess that I have had some difficulty, and that difficulty does not diminish as the debate progresses.

I had the impression in the early stages of the debate that this bill was a tentative measure, rather, and that it was not so comprehensive in its scope as the bill we discussed last year. I was told, and am told now, that this bill is very much better than the bill we debated so long last year. That may be true in some particulars. I remember that my friend the Senator from California [Mr. PERKINS] stated to me only a few days ago that this was a bill greatly improving the bill of last year.

This morning, in response to an inquiry from the Senator from Wisconsin [Mr. SPOONER], we have been told by the Senator from Ohio [Mr. HANNA] that it is not possible to state with any degree of accuracy the difference between this bill and the bill we considered last year as respects the amount of subsidy. I use that term because it is in common use in the Chamber in discussing the pending measure.

Mr. BACON. The term is used in the bill.

Mr. ALLISON. Very well. The Senator from Ohio said it is not possible to state the difference between the subsidy of this bill and that of the bill we had up a year ago. I have been trying to ascertain whether there is a difference, but in response to the inquiry made by the Senator from Wisconsin the Senator from Ohio does not venture an opinion upon that subject.

I have also been trying to ascertain the scope of this bill as compared with the one of a year ago, and I find in many particulars that the bills are widely divergent. The bill of one year ago provided that the Secretary of the Treasury should make contracts with steamships and sailing vessels for the purpose of navigating the ocean, and those contracts were to be based upon speed and tonnage. I find in this bill that the Secretary of the Treasury makes no contracts whatever; that the contracts which are to be made are to be made by the Postmaster-General, and in his judgment and discretion.

The bill we had under consideration then limited the terms of its continuance to twenty years as respects contracts. No contract could be made after twenty years from the passage of the bill. But under the pending bill there is no limit to the time when contracts can be made. This bill goes on and on until such time as Congress may alter, amend, or repeal it, and even that authority is not expressly reserved in the bill as I think it ought to be, and I hope some Senator will offer an amendment to that end. I think it ought to have a beginning and an ending.

Therefore I shall propose to amend the bill in that particular in its first section, on page 1, section 1, line 10, so as to read:

The Postmaster-General, until the 1st day of July, 1910, is hereby authorized and directed to enter into contracts for a term not less than five nor more than fifteen years, etc.

I do not propose to offer an amendment to shorten directly the period of fifteen years, although that is an extension of five years beyond the present law of 1891.

I also desire to offer an amendment to that section on page 2 after line 13 by inserting:

Provided, That no contract shall be made under the provisions of this title which shall extend beyond the 1st day of July, 1920.

The scope of that will be that whatever contracts are made by the Postmaster-General after three years from July 1, 1902, will be made for such period as will terminate the contract in 1920.

In other words, after 1905 the period of a contract shall be diminished as time goes on, so that when 1910 arrives the contract can be made for only ten years, the period of the act of 1891, which is amended by this bill and to which my amendment will be an amendment. I explain these amendments and their scope in brief for the reason that under our agreement if they are not explained now there will be no opportunity of debating them on Monday.

I stated a while ago that this bill differs in many respects from the bill of a year ago. I have scanned this bill with a view to ascertain the character of the vessels that are to be employed in the mail service. Under title 2 of the bill there is an inhibition as against vessels that are not classified as A1 in the various associations. But I find in this bill that vessels—

shall, before they are accepted for the mail service herein provided for, be thoroughly inspected by a competent naval officer or constructor detailed for that service by the Secretary of the Navy; and such officers shall report, in writing, to the Secretary of the Navy, who shall transmit said report to the Postmaster-General; and no such vessel not approved by the Secretary of the Navy as suitable for the service required shall be employed by the Postmaster-General as provided for in this act.

There is no other requirement, as I understand this bill, and if I overlooked a requirement as respects the mail ships I shall be glad to be corrected.

This was not true of the bill of a year ago. There were in it very strict and careful provisions as to the character of the fast steamships, because under the bill of a year ago, although they were not then designated as mail ships, they were fast steamships; and in that bill the committee reported an amendment which I think a wise and proper one, and which I think ought to be inserted in this bill, as to the character of the ships that shall carry our mail and receive the compensation provided for in the bill.

Mr. PERKINS. May I ask the Senator from Iowa if he does not think title 2, page 7, subdivision (c), which provides for the classification of different vessels, is all that is required?

Mr. ALLISON. I do not, I will state to the Senator from California. These clauses or paragraphs in title 2 are clauses and paragraphs which apply only to the vessels that are to receive the general subsidy, and do not apply specifically to vessels that are included in title 1. There are two titles here and two classes of vessels provided for and two classes of service provided for. The one class is intended to embrace all the ships which carry the mails of the United States, and it embraces the conditions under which those contracts shall be made by the Postmaster-General. Title 2 is an inhibition, it is true, as to those ships which receive compensation under title 2, but none of those ships that are provided for in title 1 will register under title 2, it seems to me.

Mr. PERKINS. It being amendatory of an act, it seems to me you can not segregate one subdivision of the bill, but that it must all be considered under that. I ask for information.

Mr. ALLISON. I do not agree with the Senator; and as to this being an amendatory act I will say that I have been or was in the early stages of this examination very much confused with respect to the provision amending the act of 1891. This bill in its title does not anywhere say it is an amendatory act. It does not appear as an amendatory act. It appears as a bill "to provide for ocean mail service between the United States and foreign ports, and the common defense; to promote commerce, and to encourage the deep-sea fisheries."

That is the object of the bill. The first section of the bill begins, of course, with an amendment of the act of 1891, but after such examination as I have been able to give it I am satisfied that the first title is an amendment to the act of 1891, and, indeed, actually the whole bill is an amendment to the act of 1891. But I do not see any provision anywhere in the amended measure which requires the mail ships to be of the character that the bill of last year required them to be. So to make sure about that, because there is no difficulty about it, I shall propose to insert an amendment at the end of section 1, line 13, as follows—

and every vessel in respect of which any contract authorized by this act shall be applied for or made, shall be of the Class A1 as classified either by the Record of American and Foreign Shipping or the United States Standard Owners, Builders, and Underwriters' Association, or equivalent classification in any other register of shipping of at least equal merit. All vessels under contract, as provided for in this act, shall be of Class A1 or its equivalent, as hereinbefore in this section mentioned, during the whole period of their service under the contracts provided for in this act.

In other words, that the conditions which apply to the period when the contract shall be made shall be continuous provisions. As the bill now stands all that the Postmaster-General can do, as I understand it, or has authority to do is to receive a certification from the Secretary of the Navy that the ships are of a certain kind and character suitable to the work to be done.

Mr. FRYE. I suggest to the Senator that if he offers that amendment he offer it on page 6, just before title 2. All of the sections up to that point are simply amendatory of existing law, and the Senator in offering his amendment, it seems to me, should offer it as an additional section.

Mr. ALLISON. I will accept the suggestion of the Senator from Maine if he thinks that is better.

Mr. FRYE. I think that is a better place.

Mr. ALLISON. I thought it was wise to put it in at the very point where certain conditions are to be complied with as preliminary to making the contracts. Of course if the Senator prefers to have it as a new section, I have no objection.

Mr. FRYE. I think it would be better to have it as a new section. The first three or four sections simply amend sections of the existing law, so that they shall read so and so. Now, the Senator does not propose to amend existing law with his amendment, but he proposes a distinct affirmative proposition, that the ships before receiving postal contracts under the provisions of the proposed act shall at all times be A1.

Mr. ALLISON. I do.

Mr. FRYE. It seems to me that that should be a separate section on page 6 at the end of Title I.

Mr. BACON. Does not the Senator think it ought to be in each place? The place suggested by the Senator from Iowa is certainly proper, because that is applicable to ships under title 2, and then the same provision should be made as to title 1.

Mr. FRYE. It is now provided for in title 2, and really the requirements here call for the first-class ships anyway. If the amendment should be added on page 6—

No vessel shall receive a contract from the Postmaster-General or receive pay under the contract any longer than it shall be rated in Lloyd's, etc., as A1—

Then it would be a separate provision, and would apply to the whole of the foregoing.

Mr. ALLISON. As to the phraseology, I think this is the best. I took it from the bill of last year as reported by the Committee on Commerce.

Mr. FRYE. I did not notice the phraseology of the Senator's amendment at all.

Mr. ALLISON. I am willing myself that it shall be inserted as a separate section.

Having stated the object and purpose of this amendment, I will modify it so as to meet the views of the chairman of the committee, and make it a separate section.

Mr. MONEY. Will the Senator permit me to ask him a question?

Mr. ALLISON. Certainly.

Mr. MONEY. Does the Senator from Iowa agree with the Senator from Maine that the provision "as classified either by the Record of American and Foreign Shipping or the United States Standard Owners, Builders, and Underwriters' Association," etc., applies to both classes? Perhaps I misapprehended the Senator.

Mr. ALLISON. I do not think it applies to either title. I have an amendment I want to propose later on that will make it apply to both. I do not understand that there is any requirement in this bill as to the character and classification of the ships under title 1 other than that mentioned in the amended section 4, because, certainly, after saying exactly what the requirements should be, the Postmaster-General would naturally think that other requirements were not necessary.

I call the attention of the Senator to title 2, clause C, line 24, which is a mere clause, saying what classes of vessels shall be excluded from receiving the subsidy under title 2. Therefore, it has no reference whatever to title 1.

Mr. MONEY. I understood that.

Mr. ALLISON. In the bill of last year there was one very valuable amendment which I think ought to be embodied in the bill this year as respects title 2. I do not know whether it should be applied to title 1 or not, but I am sure it should be applied to title 2. Therefore, I shall propose an amendment on page 7, after line 12, section 6, which relates to the subsidy under title 2, which shall require that—

No vessel shall be entitled to the full compensation under this title unless she shall have cleared from a port of the United States with cargo to the amount of 50 per cent of her capacity for carrying commercial cargo, and any shortage in the amount of cargo required and defined as aforesaid shall diminish the amount of the compensation in this paragraph provided for in the proportion that such shortage bears to the total cargo or its equivalent so required.

That is an exact transcript, changing the phraseology to make it applicable to title 2 of the bill of last year, which received the commendation of the Committee on Commerce, and I think it ought to apply to these ships under title 2. I do not think that we ought to pay to the sailing ships of the United States and to the slow-going steamships such a percentage or subsidy as will encourage them to start from our port to a distant oversea port without having at least 50 per cent of their commercial cargo.

I may be mistaken about it, and I will inquire of the nautical gentlemen upon the Committee on Commerce if I have characterized a commercial cargo correctly. I understand that it means practically the net tonnage of the ship, that portion of the ship which can be used for the carrying of freight. I want to add to that provision, however, so as to make it sure as respects this subsidy, an affirmative provision that—

All vessels receiving compensation under this section shall be at least of class A1 or its equivalent, as defined in paragraph (c) of section 7 of this act,

during the whole period for which payment is authorized under the provisions of this title.

That is to say, that we will have good ships under the general clause here as well as good ships under our provisions respecting the United States mails.

Now, there is another thing that I think ought to be done in this bill. As I said before, I have been somewhat confused by the statements which have been made from time to time as respects the effect of the bill. The Senator from Maine, the chairman of the committee, stated that for the next five years under no circumstances that he could conceive of would the amount required be more than \$5,000,000 in any one year. The bill of last year provided for an annual expenditure of \$9,000,000, and this bill has no limitation thus far, but I think there should be some limitation upon the amount expended.

I do not say that that limitation, if it is found to be inadequate, will not or ought not to be revised, but I do think that at intervals at least of eight or ten years we ought to have an opportunity of affirmatively dealing with the questions of amount.

I will say to the Senator from Georgia [Mr. BACON] that I may have misled him somewhat in a remark I made the other day. I said when this bill was passed and when all these contracts and arrangements were made—I am not certain whether I used the word "contracts" or not, but when these arrangements were made—the interest of Congress would disappear, unless we proposed to alter the amount or repeal the act.

Mr. BACON. Oh, no; I did not misunderstand the Senator in that regard. What I said related simply to the bill in its present shape.

Mr. ALLISON. That is true in fact, although, as the Senator from Georgia very well said the other day, after contracts have been made we are bound to make appropriation from year to year to carry out and execute those contracts; and of late years it is not a new thing for us to make contracts far beyond expenditures. I apprehend that before this Congress shall end we will be called upon in various ways and by various methods to provide that the War Department may enter into contracts for public works beyond the appropriations made for that purpose.

But it has been the policy of the Government and of Congress, in every such case, to give notice and warning to those who entered into those contracts that they are made upon the condition of future appropriations to be made according to law, and that is a notice to the contractor that those who have the responsibility here and in the other Chamber shall have an opportunity of revising the conditions of a particular improvement or project when the time comes for the appropriations to be made. Therefore it is that we have always hitherto, in one form or another, held to the idea that as respects expenditures not immediately to be made or presently to be made, the Congress of the United States should have an opportunity of saying first whether money is to be borrowed for that purpose or whether money is in the Treasury or whether taxes are to be levied to meet these expenditures.

Under this clause in title 1 of the bill, whilst it is true that there is no appropriation made to carry it out, if these contracts are to be carried out by appropriations, Congress will be called upon and must be called upon annually to make the appropriations. That is, I understand, the first clause of the bill. But if we authorize the Postmaster-General to enter into a contract lasting for fifteen years, which is within one year of eight Congresses to be elected, entailing for this uncertain and I hope effective purpose appropriations which we are bound in honor to make after these contracts are made, with no other supervision over them that we can ascertain whether or not those who entered into a contract or their assigns have complied with the contract as made by the Postmaster-General.

I have no doubt that a Postmaster-General—the present Postmaster-General, in whose ability I have great faith, will care for the interests of the Government of the United States I am sure—in making these contracts will surround them with the most careful provisions as respects the expenditure. But we ought here, as the legislative power, to see to it that we put in the bill such safeguards as will not be misinterpreted either by the Postmaster-General or by contractors who would have an opportunity of a conflict which would lead of course in the end to litigation.

So, Mr. President, I believe we ought to limit the aggregate amount in this contract, and I have provided an amendment which I will offer. It may be inadequately or imperfectly drawn. It is to be inserted on page 6, after line 1. I make the amendment apply only to title 1. I do not make it apply to title 2. At the end of section 4, page 6, line 1, where some words have been already stricken out, I believe, I propose to offer for insertion the following additional proviso.

And provided further, That until July 1, 1907, not more than \$5,000,000 shall be expended in any one year under the contracts provided for in this title, and after that date not more than \$8,000,000 shall be expended in any one year under the contracts provided for in this title.

Mr. CLAY. Will the Senator permit me? That amendment would simply apply to the mail pay, would it not?

Mr. ALLISON. It applies to the mail pay. I will reach the other question later on, and if necessary an amendment can be made to that. This amendment applies only to title 1:

And after that date not more than \$8,000,000 shall be expended in any one year under the contracts provided for in this title; and the Secretary of the Treasury shall make such regulations for the payment of said compensation as will cause any excess in the total amount of compensation earned under this title in any one fiscal year over and above said sums respectively to be deducted pro rata from the total compensation due each person or corporation under this title during said fiscal year.

In other words, I propose here in this title to authorize an expenditure within a million dollars of the total expenditure provided for in the bill of last year, because I sympathize with most of what has been said respecting the importance of expanding our opportunities in new countries for our commerce. I believe, as I said the other day, that we ought to have in some way provision made whereby we would establish a line of steamers to South America on the Atlantic coast and another on the Pacific coast. I believe that we should establish a line of steamers from the coast of California over the Pacific Ocean to China and Japan and intermediate places.

Mr. BACON. Will the Senator permit me a moment, to make a suggestion?

Mr. ALLISON. Certainly.

Mr. BACON. I think the amendment suggested by him is extremely important. It is to limit the amount. Whether the amount named is a proper one or not, I am not prepared to say.

Mr. ALLISON. I am not, either. I do not know.

Mr. BACON. The suggestion I wish to make, with the permission of the Senator, is that if there is a limitation it is practicable to do what otherwise would not be practicable, to wit, to make provision for the establishment of the particular service which he now mentions. If there is a limitation then the question of proportion must be dealt with.

I suggest to the Senator (I would very much prefer he should make it himself rather than offer it myself) that if there is a limitation there ought to be a further provision that such a proportion of it—say one-fourth, one-fifth, or one-sixth, whatever may be deemed to be proper—shall be expended in payment of mail service between the Eastern ports of the United States and South America, another proportion for the other lines which he indicated, and so on. It seems to me that that is the only possible way by which there can be any practical good accomplished in the line indicated by the Senator.

Mr. ALLISON. That provision, perhaps, ought to be made. We debated here last year ad libitum how we should cut and divide the \$9,000,000. I did not propose to do it here; but I wanted to make the sum large enough to enable the line of steamers that are now carrying our mails to continue and to enable the Postmaster-General to establish new mail lines. We are not establishing new mail lines when we establish other lines of fast ships to Liverpool or to Southampton. We have our mail facilities to those ports, whether carried in our own ships or carried in the ships of other countries.

I dropped a tear or two when I heard the Senator from New York [Mr. DEWEY] speak of the humiliation he had experienced as he saw the portraits of our fathers going into distant regions of the country in foreign ships. I have that feeling myself, but I mitigate it somewhat when I reflect that I frequently receive by our line a letter from Germany and now and then a letter from other parts of the world with a German stamp, a French stamp, etc., on it. I also have a sympathy and a warm feeling for the consul in South Africa who was compelled to live there and serve his country for four long years without seeing the American flag. I did not drop a tear for him because I knew he could resign at any time. [Laughter.]

Now, we are told that we are a world power, and we are, at least so far as we have exerted ourselves. But Mr. President, it is not within the power of the Committee on Commerce or of Congress to expand ourselves in a single year or in a decade whereby our ships will be seen with great frequency upon every sea and in every land.

We have just acquired Mindanao, in the Philippine Archipelago, which, I believe, is the second largest island in that archipelago. I have an idea that it will be some time before we will see many of our sailing vessels or many of our steamships there. Our steamships and our sailing vessels will go where there is trade and business, and the bulk of our trade and business, whatever we may think or whatever we may do, will be with European countries.

I was interested to-day in listening to the Senator from West Virginia [Mr. ELKINS], who pictured to us that with the passage of this bill we would practically do the carrying trade between here and Europe. He told us that we have lost so many hundred millions of dollars—I think a couple hundred millions annually—

by not carrying in our own ships the great amount of freight that we provide for the world. That is true.

So my friend from California [Mr. PERKINS], in his most interesting and valuable contribution to this debate, informed us that there are American owners who own ships to the extent of 672,000 tons, and then, with a sufficient interval between that period and the next, he told us how much we had lost by allowing our money to go to other lands and other countries because of foreign register.

Mr. PERKINS. Mr. President, my friend from Iowa is correct. What I want to do is to build the six hundred and seventy-odd thousand tons in the United States by American mechanics, who buy their supplies principally in the State of Iowa; and therefore we will all be benefited by building those ships here. But they are owned now by Americans who have had the ships built in foreign countries. The Senator and myself are in accord on that proposition.

Mr. ALLISON. We are in absolute sympathy; I want to accomplish exactly the same thing. But I have an idea that after all this is done there will still be some of the people who own ships abroad who will occasionally sail into our ports and carry something of our products away.

Therefore I have not that exalted idea of what will come in the distant future that some of my friends have who are favoring this bill, though I think this bill will be of service. It has already been of service in attracting American capital in the direction of the ocean and its conquest, as is shown by the report of the Commissioner of Navigation. Whilst speaking of him, I wish to say that I think Congress is indebted to him for most valuable information concerning everything connected with our own shipping and the shipping of the world, for his report is an encyclopedia of valuable information.

I had some doubts whether American capital had actually acquired the Leyland Line, but, turning to the report of the Commissioner of Navigation, I find it stated officially that Americans have purchased that line, embracing all the ships of that line, I believe, that sail into our ports, thereby acquiring a very large tonnage. Mr. Ellerman stated to the stockholders of that company the reason he had for selling the line. He said that the greatest proportion of freight on the Atlantic was that which was east bound, chiefly from our country; that he had been credibly informed—I do not use his exact words, of course, but I think I am quoting the substance of what he said—that within a short time arrangements would be made in this country whereby its immense freight would be controlled or directed by American citizens, and he feared, if he did not sell his ships, that these American citizens would build other ships, and put this freight upon those ships, and, therefore, he thought it was wise for him to allow those American gentlemen to secure that line, and he had no doubt that they would continue it as a valuable line.

It may be that this bill will not only have a tendency to promote the building of ships in our country, but that it will have a tendency to call the attention of American capitalists to the value of having more ships owned by our people, and thereby minimize the enormous sums that our friends say have annually gone into the pockets of the people of Europe for doing our carrying trade.

But I wish to go about this in such a way as that it will not only be effective, but that it will be approved by the people of our country. So I have provided for this limitation upon the amount in order that our people may be told by the law itself the maximum amount for which they will be liable from year to year under the provisions of this bill. If we do not fix some maximum, I shall be told and some of you will be told that it will cost \$50,000,000 a year, for I doubt not that will be about the amount that will be estimated as the cost by next October.

It may not be stated at over \$25,000,000 in Iowa, but there will be sections of the country where the bill will be commented upon and the people will be told that it is going to cost \$50,000,000 a year, and that it must be paid for by taxation taken out of their pockets.

I want to have a limitation, and one that will be just and even generous, if what was said last year was either just or generous, respecting the amount that is to be devoted to this particular business.

Mr. CLAY. I should like to ask the Senator, as he is making a very interesting speech, if we are going to spend four or five million dollars more for the purpose of carrying the mails than is necessary to be expended? Taking it for granted that it is necessary to have a first class foreign mail service, is it not true that the bill ought to specify how much we are going to expend on the Pacific, how much on the Atlantic, and how much in South American ports? Then, on a business basis, ought there not to be set forth in this bill what new routes we expect to establish? There is not a single one specified in this bill from the beginning to the end.

Mr. ALLISON. Very likely that ought to be done.

Mr. PERKINS. I want to ask my friend from Iowa a question

for information, as we are all in quest of light. Referring to the query made by our friend from Georgia [Mr. CLAY] to the Senator from Iowa, I read from title 1, on page 2, line 4, down to line 10, where it is stated that the Postmaster-General in entering into contracts is to have regard to the national defense, and to make such contracts as will best subserve and promote the postal, commercial, and maritime interests of the United States:

The mail service on such lines to be equitably distributed among the Atlantic, Mexican Gulf, and Pacific ports. Said contracts shall be made with the lowest responsible bidder for the performance of said service on each route.

It seems to me that gives the Postmaster-General discretion and judgment to establish new lines.

Mr. ALLISON. It does; it gives him the discretion and judgment; but I think we should hesitate very much in giving too wide a discretion. I should certainly be willing to give a very large discretion to the Postmaster-General, as I would to the President; but we have been told on this floor over and over again that we could not trust the President to fix the line of the Nicaragua Canal or the Panama Canal; that we could not lodge in him any such discretion; but yet we provide here for discretion to be given to the Postmaster-General that will enable him to build up Los Angeles, San Francisco, Seattle, Portland, etc.

They can not all immediately have lines of steamers; they must wait and get the lines gradually, and the places having the best facilities will, of course, have the first opportunity. But what I want to do here is not to go so far as the Senator from Georgia would have me go, although I should be willing to put into this bill a provision for two or three lines of steamships and make it specific and eliminate from it everything else; but I have gone as far as it is necessary for me to go—

Mr. CLAY. I will ask the Senator, with his permission, ought we to undertake to spend four or five million dollars in establishing these new routes without some recommendation from the Postmaster-General and without an estimate of the cost? There is not a single word in his report in regard to it.

Mr. ALLISON. That is a very good suggestion, and yet I have an idea that the committees of this body do know fairly well what the cost will be. We have had discussions on this question, I believe, ever since I have been in the Senate. There may have been a little hiatus for a year or two, but we have had such discussions year by year, and we have had reports from year to year. In what our friends on the other side call "the good old Democratic days" we had subsidy galore; and one thing that leads me to think that we ought to make this special provision is that in those days, when the Democrats had control, they provided for a subsidy for a steamship line to Liverpool, another to Southampton, another to Bremen, and another to Havre.

Mr. BACON. If the Senator will pardon me, I stated in some remarks I delivered this afternoon that "subsidy" had no terror for me when properly regulated.

Mr. ALLISON. I am sure the Senator is right about that. We have an established line to Southampton. I do not believe we should establish other lines to Europe until we have exploited those new regions of the earth where we expect to have a large increase of trade.

I have not put a limitation upon title 2 of this bill, but if I had my way about it, I think I should strike it out. As it stands now it is a provision which does subsidize every steamship and every sailing ship that can come within the provisions of the bill, whether the tonnage of the particular ship is 1,000 or 10,000. I believe there is a limitation of 20 tons in the Revised Statutes.

Mr. TELLER. May I interrupt the Senator?

Mr. ALLISON. Certainly.

Mr. TELLER. The Senator says this bill subsidizes every ship. Is not that the purpose of the bill?

Mr. ALLISON. It would look to the ordinary observer as if that were the purpose of the bill.

Mr. TELLER. I should think so.

Mr. ALLISON. I suppose that is the purpose of it. I do not believe that we should go into this wholesale subsidy business until we have particularized our lines more than we have thus far done and extended our commerce in our own ships into other regions than those where we now are. I can see no particular reason—I am very frank with my brethren on both sides of the Chamber—why we should subsidize a sailing ship of 400 or 500 tons which starts out of Charleston Harbor and sails to Habana.

The islands in the Caribbean Sea and on our Atlantic shore are tributary to us chiefly as respects their commerce, and naturally so, and our people will sail the ships that go there. Are they not sailing them now? Is not the greater portion of our carrying trade with those islands done in American ships? I do not know how that may be; I may be wrong about it; and, if so, the Senator from California [Mr. PERKINS] or the chairman of the Committee on Commerce, the Senator from Maine [Mr. FRYE], can tell me.

Mr. FRYE. The chairman did not hear the Senator's statement.

Mr. ALLISON. I was speaking of title 2. I say I do not see just now why we should subsidize ships that go to near-by ports which do not do an oversea carrying trade, but ships sailing, if you please, from Baltimore to Habana or from Charleston to Habana. I think those ships—I may be mistaken—are doing very well now, whether they be sailing ships or steamships, at least they have been long in control of that trade. If I am mistaken in saying that we already have the bulk of that trade, of course my argument falls to the ground in that respect.

So we have a considerable trade with our northeast coast, not very large, but I myself remember very well seeing a ship loading with a cargo of hay grown in the northeast, either in New Brunswick or beyond, bound for Boston. I fancy that that ship was not being loaded at a loss. That trade, in the very nature of things, must be local. It will not expand our commerce into distant seas and into distant countries. So I shall be glad to have more clearly stated here the limitations under which this oversea commerce shall be carried on.

There is a limitation here, I agree, of 150 miles. That may cut off a few people, I do not know how many; but it may cut off, for instance, vessels engaged in trade between Tampa and Habana.

Mr. FRYE. It will cut off Vancouver, Tampa, Eastport, St. John, New Brunswick—

Mr. PERKINS. And Lower California.

Mr. FRYE. Yes; and Lower California.

Mr. ALLISON. Yes; but how about Portland and St. John?

Mr. FRYE. It cuts off Portland.

Mr. ALLISON. Do I understand the Senator to say that Portland is less than 150 miles from St. John? I have not looked at the map recently, but the usual route of steamships—

Mr. FRYE. Every steamer that leaves Portland for St. John always stops at Eastport, and from Eastport to St. John is only 150 miles.

I beg pardon of the Chair for not first addressing the Chair and getting the leave of the Senator from Iowa to interrupt him.

Mr. ALLISON. That is all right. I really made the inquiry of the Senator because I was not certain respecting the matter.

Mr. MONEY. I should like to ask the Senator a question. I ask, How is Tampa cut out of the provisions of the bill?

Mr. FRYE. The distance from Tampa to Cuba is less than 150 miles.

Mr. MALLORY. It is more than that; it is 320 miles.

Mr. FRYE. Then Tampa is not cut off.

Mr. MALLORY. All those vessels stop at Key West on their way, and Key West is only 85 miles from Habana.

Mr. MONEY. But there is other freight besides the freight to Cuba. What about Jamaica? What about the Leeward and the Windward islands?

Mr. FRYE. For short voyages, say 1,500 or 2,000 miles, vessels only receive 70 per cent of the subsidy under this bill.

Mr. ALLISON. That is true, but all the ships plying between North American ports only receive 70 per cent of the subsidy.

Mr. MONEY. I will call the attention of the Senator from Iowa to the fact that cutting off a port of the United States from some other port does not cut it off from all the others with which it trades. You will find upon investigation that there is not a port that has trade that amounts to anything that is cut off.

Mr. ALLISON. I want to correct myself and call the attention of the Senator from Maine to the fact that the 70 per cent only applies to mail steamships. It does not apply to title 2, which contains the general subsidy provision. I do not think such vessels as we have been referring to are cut off from the general subsidy. I see no provision looking to that.

Mr. FRYE. How could it apply to mail ships?

Mr. ALLISON. Because they are specifically provided for. The provision on page 5, beginning in line 15, is as follows:

The rates of compensation to a steamship to be employed in carrying the mails to a foreign port in North America under any contract hereafter to be made under the provisions of this act shall not exceed 70 per cent of the maximum rates established by this section, etc.

Mr. FRYE. That is true.

Mr. ALLISON. So that does not apply to title 2, sailing and steamships.

Mr. President, I did not intend when I rose to do anything more than to make a few explanations of some amendments which I shall offer to this bill.

Mr. FRYE. Mr. President, as I was obliged to go out of the Chamber for a few moments, I wish to ask if the Senator from Iowa has proposed any amendment or limitation under the general subsidy?

Mr. ALLISON. I have not proposed any, but I believe I shall propose one on page 7, line 4.

Mr. FRYE. I am sorry now that I suggested it. [Laughter.]

Mr. ALLISON. On page 7, line 4, section 6, after the words

"steam vessel," I move to insert "of over 1,000 gross registered tons." I wish also to offer an amendment to title 2, on page 8, line 13, after the word "trade," by inserting as a new clause:

H. Steamers which during their trials have not obtained a minimum speed of 8 knots, half-loaded.

I will say to the Senate that in France they have such a requirement, except that the minimum limit of speed is 10 knots. If these steamers are to receive a subsidy at all, I think we ought to provide that they should go at least as fast as a vigorous, rapid young man can walk. [Laughter.] There is another amendment which I shall offer, which I presume will not be acceded to by the Senator from Maine.

Mr. FRYE. Mr. President, steamers when they undergo their trials do not carry any cargo. Neither the naval ships nor any others carry cargoes when they are on trial.

Mr. ALLISON. I suppose the builders can determine what their ships would do if they were half loaded. There must be some rule by which when a steamer carrying no freight is on trial an estimate can be made as to what she would do when heavily laden. In other words, I offer this amendment with a view of seeing whether or not there should not be some limitation in this bill as to the speed of steam vessels which are to receive the subsidy. I think there should be such a provision.

To come under the provisions of this bill vessels ought to be required to so carry freight as to be able to get somewhere at some particular time. In other words, if we are to pay our people for carrying freight across the ocean, they ought to be required to make some sort of speed in doing it. In my judgment we should not give the subsidy at all to this class of ships, but if we do we certainly ought to fix some minimum speed.

Mr. TELLER. May I make a suggestion to the Senator?

Mr. ALLISON. Certainly.

Mr. TELLER. It strikes me that the Senator can reach the end he desires by striking out entirely the greater part of title 2.

Mr. ALLISON. I think I should.

Mr. TELLER. I suggest that the Senator propose his amendment in that way.

Mr. FRYE. That is a very bad suggestion.

Mr. ALLISON. I give notice that I shall offer the amendment I have just stated and also another amendment to come in after the amendment I have just offered, and to be denominated "I," which will read:

I. Vessels which in the same voyage are engaged in traffic exclusively reserved to vessels of the United States.

I do not think that the coastwise trade should be so mixed with the over-sea trade as to allow the mixing of voyages.

In making these observations and suggestions I will say frankly to the Senate that I have very great doubt about this bill, and I offer these amendments in the hope that they may be agreed to.

Mr. CLAY. Did the Senator offer an amendment to the general subsidy feature? I did not catch his words exactly.

Mr. ALLISON. I did not, and I will state the reason for it. As I understand this general feature, it can be repealed at any time. The evils or ills connected with it will probably be developed very soon. But I think that we ought not to grant this general subsidy at all; that we ought to rest content with establishing these new mail lines, these new steamers that are to contest with the vessels of other countries for the supremacy of the sea.

MONUMENT OF MARSHAL DE ROCHAMBEAU.

The PRESIDENT pro tempore laid before the Senate the joint resolution (H. J. Res. 162) authorizing and requesting the President to extend to the Government and people of France and to the families of Marshal de Rochambeau and Marquis de Lafayette an invitation to join the Government and people of the United States in the dedication of the monument of Marshal de Rochambeau, to be unveiled in the city of Washington; which was read twice by its title.

Mr. CULLOM. This joint resolution is almost if not quite an exact copy of the measure passed by the Senate, except as to the appropriation, and this is the amount desired by the State Department. I ask for the immediate consideration of the joint resolution.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the joint resolution.

The joint resolution was reported to the Senate without amendment, ordered to a third reading, read the third time, and passed.

Mr. CULLOM. I move to reconsider the vote by which the Senate passed the joint resolution (S. R. 68) authorizing and requesting the President to extend to the Government and people of France and the family of General de Rochambeau an invitation to join the Government and people of the United States in the dedication ceremonies of the monument of General de Rochambeau to be unveiled in the city of Washington, and that it be recalled from the House of Representatives.

The motion was agreed to.

EDWARD KERSHNER.

The PRESIDENT pro tempore laid before the Senate the following resolution of the House of Representatives; which was read:

Resolved, That the message of the President and the bill (H. R. 5224) for the relief of Edward Kershner be transmitted to the Senate with the request that the Senate reconsider its action in passing said bill in order that an amendment may be made to the same by striking out the word "director" and inserting in lieu thereof the word "inspector."

Mr. GALLINGER. I ask unanimous consent that the votes by which the bill was ordered to a third reading, read the third time, and passed be reconsidered.

The motion was agreed to.

Mr. GALLINGER. I ask unanimous consent for the present consideration of the bill.

There being no objection, the Senate proceeded to consider the bill.

Mr. GALLINGER. I move to strike out "director" and insert "inspector."

The PRESIDENT pro tempore. The amendment will be stated.

The SECRETARY. In line 4 it is proposed to strike out "director" and insert "inspector," so as to make the bill read:

Be it enacted, etc., That the President be, and he is hereby, authorized and empowered to appoint Edward Kershner as medical inspector in the Navy on the retired list.

The amendment was agreed to.

The amendment was ordered to be engrossed and the bill to be read a third time.

The bill was read the third time, and passed.

PROMOTION OF COMMERCE.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 1348) to provide for ocean-mail service between the United States and foreign ports, and the common defense; to promote commerce, and to encourage the deep-sea fisheries.

Mr. ALLISON. I ask that the amendments which I intend to offer to the pending bill may be printed.

The PRESIDENT pro tempore. They will be printed.

Mr. BACON. Mr. President, when I was upon the floor this afternoon at the time I presented the tables there was some discussion as to whether there is a discrimination in this bill, under title 2, against ships under 1,000 tons burden. I was very strong in my recollection that there was, but I was unable at the time to refer to the precise item. It is found on page 7 of the bill, in subdivision (b). In providing for compensation under subdivision (a) all ships, without reference to the question of burden or tonnage, are entitled to 1 cent per gross registered tons for each 100 nautical miles sailed.

That refers to ships now in existence or in existence at the time of the passage of the bill. Then under subdivision (b) all ships hereafter built which shall exceed 1,000 tons shall have an additional compensation of one-quarter of 1 cent. That is the extent of the discrimination. Vessels under 1,000 tons hereafter built are not entirely excluded, but they have not the same compensation as those above 1,000 tons.

There is one other point to which, as I am on my feet, I desire to call attention, and that is this: The bill in title 1 provides for certain compensation to be paid, according to tonnage, to all ships which shall attain a certain speed, whether they carry mail or not—that is, if they come within the classification required here. It defines in what the first class shall consist—that is on page 3—ships over 10,000 tons and of 20 knots or over; the second class, 19 knots and less than 20 knots and over 5,000 tons, and so on. The highest requisite in order to get the first classification is 20 knots and 10,000 tons.

The point to which I desire to direct the attention of the Senate is this: Under the bill, if it becomes a law, any ship of 10,000 tons which can make 20 knots an hour will be entitled to this compensation for fifteen years, if the contract is made for that length of time, and up to the conclusion of the fifteen years, provided, under the amendment suggested by the Senator from Iowa [Mr. ALLISON], she continues within the classification, regardless of the fact whether she carries any mail or not.

We are evidently upon the eve of a great development in ship-building, under which there is going to be great increase in speed, and before the fifteen years are up the ships which will thus be entitled to this compensation will not be carrying any mail, certainly not between the great ports, because all indications now point to the result that before that time ships will be upon the sea which will carry mail so much more rapidly that they will naturally be given it to carry.

In this connection I desire to have the Secretary read an article which appeared in the New York World of March 9, giving a statement of the ships which are now arranged for and the building of which is about to be begun by the great companies now owning trans-Atlantic lines of steamers.

The PRESIDENT pro tempore. The Secretary will read as requested.

The Secretary read as follows:

GIANT CUNARDERS TO MAKE 25 KNOTS—TO COST \$3,000,000 EACH AND CROSS THE ATLANTIC IN FOUR DAYS AND SIXTEEN HOURS—ONLY ANOTHER LINK IN MARINE EVOLUTION—NEW SHIPS PROJECTED BY RIVAL LINES, THEIR SIZE AND DATES OF THEIR MAIDEN APPEARANCES.

The report from London that the Cunard Steamship Company, Limited, is to bring out chum world beaters in size and speed, thereby reducing the traversing of the 2,800 knots between Queenstown and Sandy Hook to four days and sixteen hours, is only another link in the chain of evolution of the steamship.

The paddling of the 412-ton steamer *Sirius* across the waved-tossed Atlantic between April 5 and the 23d of the same month in 1838 was more of a marvel than the mere announcement to-day of the coming of the greatest vessels the world has ever seen.

Not unexpected is this step forward of the Cunard Line, for the proud position it holds in the estimation of ocean travelers, its immense social prestige, and its almost unequalled record—"not a life lost in more than fifty years, except through the fault of the victim"—make it imperative that the company should retake the laurels won from it by the swift creations of cunning German shipbuilders.

WILL BE OVER 700 FEET LONG.

The two new vessels, it is announced, will be more than 700 feet long, with engines of 48,000 horsepower, capable of driving each ship 25 knots an hour.

The horsepower alone will be far beyond the driving capacity of any marine machinery ever embedded in a hull. The most powerful engines ever built for a ship are those of the *Deutschland*—35,000 horsepower—so that the addition of 13,000 horsepower ought certainly to add 2 or 3 knots to the Hamburg-American liner's rate of speed.

The question of increased speed with longer hulls, the driving power being the same, is one of mathematics, but practice shows that the higher the horsepower the more of it is required to produce an additional knot. With each knot of engine-producing capacity the heavier must be the fabric to support the machinery.

The new boats will follow the general outlines of the *Campania* and *Lucania*, which have given such useful results. They will be built by the same firm, the Fairfield Company, Limited, of Glasgow. Each vessel will cost, it is said, \$3,000,000. The company will issue new bonds for the purpose of raising the funds to lay down the ships.

Regarding the application of the immense power, it is not to be tolerated in thought that the turbine system will be adopted, for the rudimentary form of the rotary steam engine has not yet demonstrated its practicability and safety as a propelling power for ships.

The new vessels will each have accommodations for 4,000 persons, surpassing in passenger capacity the *Celtic*, the broadest ship afloat, by nearly 1,000.

For purposes of comparison it will be interesting to observe what other lines are doing in the way of shipbuilding, their progress being the spur that impels forward their doughty British rival.

OTHER BIG SHIPS BUILDING.

The North German Lloyd line fabric *Kaiser Wilhelm II*, now on the stocks in the yards of the Vulcans at Stettin, is 707 feet long, or 3 feet longer than the *Oceanic*. She will be 72 feet in beam. She is intended to eclipse anything afloat. The *Kaiser Wilhelm II* will be launched next October, and make her maiden trip to New York in April, 1903.

Capt. Heinrich Engelhart, who has been nearly twenty-two years in the service of the North German Lloyd as master, is overlooking the construction of the *Kaiser Wilhelm II*, and affording the builders the benefit of his experience.

Almost simultaneously with the announcement of the new Cunarders comes the report that the Hamburg-American Line has awarded a contract for a steamer 725 feet long, with a guaranteed speed of 25½ knots, about twelve hours faster than the *Deutschland*.

Mr. BACON. Against these ships making 25 knots an hour, the pending bill proposes to subsidize ships which shall run in speed from the first-class at 20 knots an hour down to the seventh class at 14 knots an hour, and, as I said before, if there shall be, as there is now promised, such development that mail can be carried across the ocean at the rate of 25 knots an hour, still, under this bill, if no mail can be subjected to the slow passage of from 14 to 20 knots an hour, for the next fifteen years the subsidy is to be paid to those ships, not according to the amount of mail carried, but according to the tonnage of the ship, even though they may not carry one single pound of mail and even though, under the possibilities or the probabilities indicated by the article just read, not a pound of mail could possibly be subjected to so great an inconvenience as to be sent by ships of such slow speed.

Mr. SPOONER. Mr. President, I desire to address the Senate briefly on the pending bill, and necessarily in a very general way. I have listened very attentively to the speeches which have been made in favor of the bill and in opposition to it. To the general object of the bill no good American, I think, can find himself in opposition. The lamentable condition of our merchant marine is one thing that is not open to debate. The desirability of becoming able to carry the products of the American farm and factory in ships sailing under our own flag is not open to question.

I became, years ago, and I was no more in favor then than I am now, and no less, of upbuilding the merchant marine of the United States—persuaded that the best way to do it is by the restoration of the old policy under the operation of which it was first made a great merchant marine. I think my mind was led in that direction somewhat by the President pro tempore of the Senate, the distinguished Senator from Maine [Mr. FRYE], who once said:

I believe, and have always believed, that the true method of revival is through discriminating duties; that the fathers were right.

The 1896 platform of the party to which I belong, and which I very earnestly supported, declared:

We favor restoring the American policy of discriminating duties for the upbuilding of our merchant marine and the protection of our shipping in the foreign carrying trade, so that American ships—the product of American labor, employed in American shipyards, sailing under the Stars and Stripes, and manned, officered, and owned by Americans—may regain the carrying of our foreign commerce.

The nominee of that convention, William McKinley, in his letter of acceptance, wrote upon the subject as follows:

The declaration of the Republican platform in favor of the upbuilding of our merchant marine has my hearty approval. The policy of discriminating duties in favor of our shipping which prevailed in the early years of our history should be again promptly adopted by Congress and vigorously supported until our prestige and supremacy on the seas are fully attained. We should no longer contribute directly or indirectly to the maintenance of the colossal marine of foreign countries, but provide an efficient and complete marine of our own.

The obstacle which exists, it is said, and it may be true, to the adoption of that method of restoring our merchant marine—the discriminating duties—is the large number of treaties, some of them very old, which we have entered into with foreign governments.

Mr. TELLER. It is no greater now than in 1896.

Mr. SPOONER. It is no greater now than in 1896. All of those treaties, I think, but two or three, upon short notice, comparatively, can be brought to a termination. I think these treaties have been one trouble with our merchant marine in the past. Men differ about the cause of its decadence, but it has seemed to me that the Government has been placed and is to-day in a very humiliating attitude.

It seems a very unhappy thing for a great government to have so bound itself not to treat its own ships and shipowners any differently, no matter how strong the pressure of sound policy and national safety may require otherwise, than it treats the ships of its competitors on the sea. If the Government has so tied its hands, is the handicap to be perpetual?

I am not able to say to what degree, if we should denounce those treaties, as provided by their terms, retaliation would follow which would be harmful to our commerce and to our interests. I can not estimate it, for it is more or less a technical subject with which I do not profess to be very familiar. Certainly I have not mastered it. I do not, however, take kindly to the proposition that we are forever to be bound and that we are remitted, because of these contracts, to experiments such as were proposed in the last bill, and such as I think are proposed in this bill, and in a few words I will state very briefly why.

We will have retaliation anyway. Our competitors will not surrender supremacy on the sea without a fight. It is not the nature of man or nations to do it, and it is not to be expected.

Mr. CULLOM. Do you mean war?

Mr. SPOONER. No; I do not mean war, of course.

Mr. CULLOM. I supposed you did not.

Mr. SPOONER. Oh, no; and if my remark might be so interpreted, I thank the Senator for asking me the question.

I assume, now, for the purposes of what little I want to say on this bill that we are excluded from a resort to the method favored by the convention of 1896, and not changed, either, by the convention of 1900, and that we can not at this time safely put an end to these treaties, and must therefore resort to some other method.

At the last session I gave very careful study to the bill—Hanna-Frye bill, as it was popularly called—and I came to the conclusion—I may have been wrong about it—that a subsidy, to be efficacious in building up the merchant marine of the United States, must be accompanied by the contract system, and one great trouble I had with the bill last year was the limitation of the annual expenditure.

It seemed to me very clear, with the provision for the admission of foreign-built ships then under contract and the payment of half subsidy thereto, and with the limitation contained in the bill, the bonds that were required, and the facility for contracts under the bill, that before ten days had passed after its enactment the annual limit would be reached, and that during the life of those contracts ships would not be built, for the reason, as I understood it then, that the subsidy provided by the bill was simply adequate, and no more, to overcome the adverse conditions existing between our shipowners and shipowners across the sea, both in the cost of construction and the cost of operation, and having regard also to the mail subsidies and the admiralty subventions.

It seemed clear to me, although not to most of my brethren on this side of the Chamber, that the effect of that bill would of necessity be to bunch the whole appropriation in a comparatively few hands and to discourage, because of the want of a sufficient sum to equalize conditions as to new ships, the construction of new ships under its provisions. I have carried into my study of this bill, so far as I have been able to study it, some of the thoughts which controlled me, in a way, last session, for I could not have voted for that bill.

I will deal for a moment only with title 1. This is called "compensation" for mail service. We all know that that is not what it is. It is not a mere matter of compensation for carrying the mail. We can carry the mail cheaper on other ships, so far as that is concerned, but every man, I take it, considers it a desirable object, and one that ought to be accomplished if possible, that the mails of the United States shall be carried in ships of the United States and under the flag of the United States.

It is a ship subsidy, and I have no fear of the word "subsidy," as my friend the Senator from Georgia [Mr. BACON] says he has not. But this is what has troubled me about it. I am not opposed to mail subsidies, but I do not like to vote for fifteen-year contracts, involving the appropriation from the Treasury of vast sums of money, unless it is quite obvious that the purpose which is sought to be accomplished by it will be accomplished by it, and that I have not been able to ascertain from this debate or otherwise.

On the contrary, what information I have been able to obtain upon the subject in the debate has caused me to doubt it. The object is to give a mail pay not simply for carrying the mails of the United States, as I understand it, but to overcome, or, to employ the better word, used by the Senator from West Virginia [Mr. ELKINS], to equalize the conditions between ships of the United States and the corresponding ships of other governments.

Now, does this do it? Senators on the Democratic side contend that there are no adverse conditions; that we can construct ships as cheaply in this country as they are constructed in England. I doubt it. They contend that ships can be operated as cheaply under the American flag as they can be operated under a foreign flag. I doubt that. I assume in what I have to say that Senators on this side are correct in their statement that the difference in cost of construction between ships built in the United States and ships built in the shipyards abroad is at least 25 per cent.

The letter from the president of the Atlantic Transport Company seems very clearly to establish that.

It is contended on this side also, Mr. President, that the difference in the cost of operation is much greater. Some put it at 25 per cent; I think my friend from Ohio [Mr. HANNA] put it at 20 per cent. I may be mistaken about that. Was it 20 or 25?

Mr. HANNA. Twenty-five to 30.

Mr. SPOONER. Yes; 25 to 30 per cent.

Mr. HANNA. But I want to explain in this connection that the difference in the scale of wages in the competition we have with foreign shipping is not confined to England.

Mr. SPOONER. I understand that.

Mr. HANNA. So while I said it is 25 to 30, I could have said the difference in wages is 20 to 30 per cent, covering Germany, England, Italy, etc.

Mr. SPOONER. So far as prices are concerned, does Germany pay higher rates of wages than England?

Mr. HANNA. No.

Mr. ELKINS. No; lower.

Mr. SPOONER. Very well, stating it generally, call it 25 per cent. Some say it is 30 per cent; some say it is 33½ per cent. That is not all the difference. First, you have a great difference in the cost of construction. Then you have a great difference in the cost of operation. Then you have in addition to that the admiralty subvention and the mail subsidy, and perhaps some other allowances by some governments.

Mr. President, does this bill equalize those conditions? It was stated at the last session when the other bill was under discussion that the subsidies provided by it did no more than equalize conditions. I think it would not be contended by the men who advocated the measure that it did more than to equalize the conditions, for I can not understand how such a proposition could be supported. All that could be asked is that the conditions be equalized, and, being equalized, that our ships, sailed under our flag, take their chances in the battle for commerce.

I asked the Senator from Maine the other day if the mail pay and the subsidy provided by this bill is greater or less than the rates of subsidy provided by the bill which we considered at the last session. He said "Less." I inquired of him how much less. The Senator had not figured it; he was not able to say. I offered a resolution, which was answered by the Secretary of the Treasury, which shows that in almost every instance it is less. I asked the Senator from Ohio [Mr. HANNA] to-day in regard to it.

That Senator had not figured it. I regard this as a pivotal point upon this subject—I may be wrong about it—because if you do not equalize conditions it is a waste of public money. Why? It certainly would not lead to the construction of new ships. A very little additional admiralty subvention, a very little additional subsidy by our competitors, which I think they would promptly give, would intensify the difficulty. If these rates are short of the equalizing point, as they certainly seem to be, what will be the result of these payments? Simply the

payment under this bill to the ships now in existence of a vastly larger sum than they are receiving now.

So the experiment about this bill is (and I should feel differently about it if I knew, and we ought to be enabled to know it) whether this rate equalizes the conditions, so as to lead to the construction of new ships.

There is only one absolutely certain thing about it, and that is that existing ships will receive this added subsidy. To my mind, that is a mere gift, unless adverse conditions are overcome, so as to secure new ships. I believe the people of the United States will be willing to pay a large sum of money for the creation of steamship lines to carry the mails to distant ports, to build up the trade of the United States, but I think they want to be certain when they appropriate the money that it will accomplish the object.

There is another thing about the bill, which is perhaps more a matter of detail, that has troubled me a little. I have not been able to see quite why the maximum subsidy rate should be the same on all mail routes. It has seemed to me that if a new route is to be established, a route from some of the ports of the United States to South America, where our trade is very small and where the profit for years to come from passengers and cargo will be relatively small, they should have a larger maximum subsidy, a greater measure of encouragement, than should be given the ships plowing the ocean between New York and Liverpool and countries where we already and for a great many years have had an established and constantly increasing trade.

The same may be said of a new mail route from Pacific ports to the Orient. But under the bill the maximum rate for the new line which is to build up trade is the same as it is for the old line plying between this country and a country with which the trade has been long established.

I have thought, as suggested by the Senator from Iowa [Mr. ALLISON], that it might be wise to establish some definite routes in the bill, to put some elasticity into it, and to afford, even if it took larger subsidy, a greater encouragement in some lines than on other lines, and to enable the Postmaster-General to contract for it. I would be willing to vote for it.

Now, Mr. President, we have had within the last few years, I have supposed, a very great revival of our merchant marine. I have thought our shipyards were busy and full of work, and it had not occurred to me either that that was with sole reference to the certainty, as it seems to have been regarded, that Congress would pass a subsidy bill. The Senator from Iowa says we were number 2 last year among the nations in building ships.

Mr. HANNA. May I ask the Senator from Wisconsin a question?

The PRESIDING OFFICER (Mr. KEAN in the chair). Does the Senator from Wisconsin yield to the Senator from Ohio?

Mr. SPOONER. Certainly.

Mr. HANNA. I think it is only fair in this connection to repeat what I said before, that almost the entire construction of the past year has been for the coastwise trade.

Mr. SPOONER. Very likely.

Mr. HANNA. Eight or ten vessels were built for the foreign trade. If that had been measured by the countries of Europe as building vessels for the foreign trade it would be a fair comparison.

Mr. SPOONER. I speak of shipbuilding.

Mr. HANNA. I know.

Mr. SPOONER. That is all; we have been increasing our tonnage all the time.

Mr. HANNA. Very largely.

Mr. SPOONER. I thought that was natural. I thought that the time had come, our commerce had so expanded, the balance of trade was so greatly in our favor, there was such immense prosperity in our country, that the attention of capital was being attracted to shipbuilding and shipowning, and it has been. There have been purchased within a year of foreign-built ships to be owned, as I understand it, by American owners, 1,400,000 tons. There were two lines, the Leyland Line and the Dominion Line.

I have had an idea that this matter would take care of itself if you would give it a chance. I am willing to help it if we can be made certain that it will help it. I am not willing—every Senator acts upon his own responsibility, upon his own judgment—lightly or blindly, to vote \$5,000,000 a year for fifteen years, or \$10,000,000, out of the Treasury, if it is not *surely* to lead to the upbuilding of our merchant marine, but is in the end simply to go as a largess to ships already constructed.

The Senator from Iowa referred to a speech made by Mr. Ellerman, who was chairman of the Leyland Company at a meeting of the stockholders, and evidently a man of great ability not only as a shipmaster or manager but as a very clear speaker and practical business man. This is what he said. It was a speech made by him to the stockholders of the Leyland Line. It had been reorganized, and under his management had been extremely profit-

able. He had made a provisional contract to sell out to Mr. Morgan and associates his stock except the preference shares. He had 71,000 shares of the common stock.

Mr. ALLISON. A majority.

Mr. SPOONER. A majority. But, like a gentleman, he treated his associates as he would want them to treat him, and he secured their right to sell their shares if they chose at the same price he proposed to sell his for, and he gave the reasons to the stockholders which influenced him to make the sale. He said:

It is found in the report of our Commissioner of Navigation for 1901:

But we must look at this matter all round, and I am bound to tell you that there are two factors in regard to the shipping trade which, while on the one hand it would be quite possible to exaggerate their importance and take too serious a view of their importance, it would on the other hand be exceedingly foolish to ignore and not give due consideration to. You may accept this offer or you may decline it, as seems best to you in your wisdom, but of one thing be sure—

Here was an expert, a man who lives on the other side, who owned and managed a vast line of steamships going in different directions, talking to his own people, not to outsiders—

but of one thing be sure, American capital is coming into the Atlantic trade, and is coming into the Atlantic trade to stay. The Atlantic trade is a peculiar trade in this respect, that it is almost entirely an east-bound trade. Your vessels going out to the United States take practically nothing. They do not pay their way, or anything like it. The profit is wholly made upon the return cargo.

Now, an east-bound trade means the carriage of produce from the United States to Great Britain and the Continent. Well, the relations of Messrs. Morgan to the great railway systems of the United States are known to everybody, and you can judge for yourselves, without my enlarging upon the matter, whether Messrs. Morgan and their friends coming into the Atlantic trade would or would not come into that trade under very favorable conditions so far as they were concerned and very unfavorable conditions as far as many of their competitors were concerned.

That meant that they would be able, owning or controlling largely the terminal facilities here and largely interested in the railways which carry products to tide water, to bill them by their own ships to the exclusion of British competitors or French competitors or any other competitors.

Mr. CULLOM. They can bill them from the place where the goods start.

Mr. SPOONER. Of course they can bill them from the place where the goods start. I am glad it was done. It was a good thing to do. Good for the purchasers and good for the country, for the earnings of these ships will stay here largely. I regard Mr. Morgan as a great financial genius. He has done some great things for this country.

Mr. HANNA. May I ask the Senator a question?

Mr. SPOONER. Certainly.

Mr. HANNA. Is he arguing that these people will build ships in America to carry American products or that they will build them where they can build them cheapest?

Mr. SPOONER. I am arguing that they bought these ships because they knew—

Mr. HANNA. Oh, no; this gentleman is arguing to his stockholders. He says, "If we do not sell and the people who control the shipments from the United States to Europe do not have these ships, they will build ships for themselves."

Mr. SPOONER. Yes.

Mr. HANNA. Where?

Mr. SPOONER. Probably where they could build them cheapest, but that is not the point.

Mr. HANNA. That is the point I want to make.

Mr. SPOONER. That is not the point. The point is this, as I understand it: They would buy the ships or they would build the ships, of course, where they could buy or build them cheapest, and they wanted the ships because they could control their cargoes from the United States to Europe. My point is not why Mr. Ellerman sold, but why our people bought.

In addition to that he also stated that another factor to be reckoned with was the large subsidies to American shipping contemplated by the American Government.

I believe it is true that our shipbuilding will go on, and that our marine will be built up gradually. I would almost be willing to bring those ships in and admit them to American registry for the purpose of swelling at once our merchant marine and dealing generously with them, although I am not in favor of free ships and never have been.

But I defy any man, Mr. President, who has listened to this debate or who reads it to find in it anything that has been said here by the experts which warrants the belief that the mail rate provided by this bill will overcome the adverse conditions existing as to the cost of construction, the cost of operation, and the foreign subventions and mail pay; and, as I said to the Senator from West Virginia, if it is not enough to do that it is too much to give away. If it is inadequate to equalize it is a mere gratuity, without any justification whatever.

There are many things that I should like to say about the bill, some of them as to details. I will not take the time to do it. But

one word about the general subsidy. I have not believed—I may be wrong about that, too—that anyone would build ships to any appreciable extent upon the faith of a subsidy which in a year may be withdrawn by Congress.

I do not think they will have forgotten the sugar bounty, by which the Congress invited men in different States to enter upon sugar production and invited the sugar planters of Louisiana to enlarge and extend their operations. In three years it was repealed. They thought it was not good faith to repeal it. I thought so, too. How will it be with this?

There is only one thing absolutely certain to my mind as to the operation of title 2, and that is that existing ships will receive the subsidy until it is repealed. The Senator from Ohio is a great deal better judge than I am, in many respects, as to whether the men who desire to go into the ship-owning and shipbuilding business will be led to do so by a bounty which has no fixity to it, so far as the law is concerned. I intend to offer an amendment, which I will read, to be inserted at the end of the bill:

Congress reserves the power to alter, amend, or repeal this act, in whole or in part, whenever in its judgment the public interest shall so require, without in anywise interfering with the obligation of any specific contract then in force which shall have been entered into under the provisions of title hereof.

That does not of course change the power of Congress at all, but I do not want a year from now or two years from now or three years from now, if this bill shall be enacted, and if, in the opinion of a majority of each body, it is not conserving the general public good, Congress to be confronted with the argument of honor against its revocation in whole or in part.

I think it should be incorporated in the bill as notice to all the world—constant notice, not to be forgotten except through the fault of the one who forgets it—that this subsidy, which goes to every class of steamers and to sail vessels as well, is entirely in the hands of Congress, is precarious, as every Senator knows it is, and not a safe foundation to build largely upon.

Perhaps this bill may be improved. If this mail-pay provision is not adequate (some one ought to know that) to induce the construction of new ships to be operated during the fifteen years, it ought to be made adequate. We ought to do this thing right or not do it at all. For one, I do not feel at all satisfied upon that phase of this subject or with the bill as it now stands.

Mr. MONEY. Mr. President, it is so late in the afternoon that I have no intention of speaking at any length, but I desire to say a few words in reply to remarks made this afternoon in the course of the debate and also suggested by the speech we have just heard.

Our friend from Wisconsin [Mr. SPOONER] thinks that there will be retaliation. He may be very well assured of that fact. There is not the slightest doubt about it.

The Senator also says that it is a matter of pride that the American mails shall be carried in American ships in just the same way that some of us feel that American products and merchandise shall be carried in American ships. I should like to ask the Senator what is the American mail? The American mail is not simply the letters we write. The American mail is constituted partly of the letters we receive. We both send and receive letters.

If this is good policy for us, and the Senator thinks there will be retaliation, then the British mail—that is, the letters they write to us on business—will have to come on British ships, and letters that the French write to us, engaging cotton and lard and all the other things that we sell them will come in French ships. We must not forget that the letters we receive are just as important a factor in business transactions as the letters we write.

This is all caused by the idea that some of us have that we are the whole earth. We are not; we are only a part of it, and we never will become the whole earth, no matter what bounties or subsidies we vote to corporate or other interests. We can only be a part of the earth. We must remember that in order to sell we must buy.

Now, if the people who come here and buy the cotton and the hay and the other products of this country are not permitted to carry home what they buy of us, what is the inducement for them to trade here? We can not forever sell and never buy, and we should not undertake to do it, as we have foolishly done, in my opinion, by saving all the home markets and reaching out for foreign markets, as is proposed, by subventions or subsidies, or whatever you choose to call them, to lines of steamers to any part of the earth. I want to say that I favor that part of the bill that would organize new lines of steamships and promote business. I have favored it heretofore, and I will do it again.

But, Mr. President, I understand that it is the desire of Senators to have an executive session, and as it does not make any difference to me, as I have very little to say in regard to the pending bill, I will now yield the floor.

EXECUTIVE SESSION.

Mr. PETTUS. I move that the Senate adjourn.

Mr. BERRY. I hope the Senator will let us have a short executive session.

The PRESIDING OFFICER. Does the Senator from Alabama withdraw his motion?

Mr. PETTUS. I will modify my motion by moving that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After five minutes spent in executive session the doors were opened, and (at 5 o'clock and 15 minutes p. m.) the Senate adjourned until Monday, March 17, 1902, at 11 o'clock a. m.

NOMINATIONS.

Executive nominations received by the Senate March 15, 1902.

PROMOTIONS IN THE NAVY.

Capt. Arent Schuyler Crowninshield, United States Navy, to be a rear-admiral in the Navy from the 16th day of March, 1902, vice Rear-Admiral John A. Howell, retired.

Lieut. Commander Robert M. G. Brown, United States Navy, retired, to be a commander in the Navy on the retired list in accordance with the provisions of an act of Congress approved March 11, 1902.

CONFIRMATIONS.

Executive nominations confirmed by the Senate March 15, 1902.

PROMOTIONS IN THE NAVY.

Lieut. Commander William A. Marshall, to be a commander in the Navy, from the 27th day of December, 1901.

Commander Henry B. Mansfield, to be a captain in the Navy, from the 9th day of February, 1902.

Lieut. Commander Lucien Young, to be a commander in the Navy, from the 5th day of March, 1902.

Lieut. John H. Gibbons, to be a lieutenant-commander in the Navy, from the 9th day of February, 1902.

POSTMASTERS.

Henry H. Houghton, to be postmaster at Jonesboro, in the county of Craighead and State of Arkansas.

John P. Cox, to be postmaster at Fordyce, in the county of Dallas and State of Arkansas.

John R. Greenwood, to be postmaster at Stamps, in the county of Lafayette and State of Arkansas.

James G. Brown, to be postmaster at Magnolia, in the county of Columbia and State of Arkansas.

John W. Howell, to be postmaster at Hot Springs, in the county of Garland and State of Arkansas.

Samuel I. Clark, to be postmaster at Helena, in the county of Phillips and State of Arkansas.

Scott Cole, to be postmaster at Huntington, in the county of Huntington and State of Indiana.

Mabel R. Sharum, to be postmaster at Walnut Ridge, in the county of Lawrence and State of Arkansas.

William K. Baker, to be postmaster at Wynne, in the county of Cross and State of Arkansas.

John C. Bell, to be postmaster at Forrest City, in the county of St. Francis and State of Arkansas.

William S. McCullough, to be postmaster at Brinkley, in the county of Monroe and State of Arkansas.

Rosa Rose, to be postmaster at Abingdon, in the county of Washington and State of Virginia.

M. A. Jackson, to be postmaster at Lewisburg, in the county of Greenbrier and State of West Virginia.

John H. Bruce, to be postmaster at Weiser, in the county of Washington and State of Idaho.

William E. Downs, to be postmaster at Edinburg, in the county of Johnson and State of Indiana.

William E. Peck, to be postmaster at Remington, in the county of Jasper and State of Indiana.

Frank Smiley, to be postmaster at Matthews, in the county of Grant and State of Indiana.

Calvin K. Neff, to be postmaster at Groton, in the county of Brown and State of South Dakota.

Horace G. Miller, to be postmaster at South Bend, in the county of St. Joseph and State of Indiana.

Albert H. Leist, to be postmaster at Michigan City, in the county of Laporte and State of Indiana.

Marion C. Reiter, to be postmaster at Rochester, in the county of Fulton and State of Indiana.

George W. Irvin, to be postmaster at Butte, in the county of Silver Bow and State of Montana.

Ada M. Bennett, to be postmaster at Miles City, in the county of Custer and State of Montana.

Aaron W. Lytle, to be postmaster at Valparaiso, in the county of Porter and State of Indiana.

Charles P. Nair, to be postmaster at Cliftonforge, in the county of Alleghany and State of Virginia.

Alfred J. Stephens, to be postmaster at Lewistown, in the county of Fergus and State of Montana.

Evan H. Ferree, to be postmaster at Marion, in the county of Grant and State of Indiana.

William F. Brittain, to be postmaster at Sheridan, in the county of Sheridan and State of Wyoming.

James F. McCaskey, to be postmaster at New Martinsville, in the county of Wetzel and State of West Virginia.

Samuel H. Hoge, to be postmaster at Roanoke, in the county of Roanoke and State of Virginia.

Clinton O. Kinne, to be postmaster at Alma, in the county of Wabaunsee and State of Kansas.

Paul Maclean, to be postmaster at Creston, in the county of Union and State of Iowa.

Laban F. Maple, to be postmaster at Chariton, in the county of Lucas and State of Iowa.

William T. Little, to be postmaster at Perry, in the county of Noble and Territory of Oklahoma.

Newton C. Clyde, to be postmaster at Troy, in the county of Miami and State of Ohio.

Thomas E. Dittmore, to be postmaster at Eureka, in the county of Greenwood and State of Kansas.

HOUSE OF REPRESENTATIVES.

SATURDAY, March 15, 1902.

The House met at 12 o'clock m. Prayer by the Chaplain, Rev. HENRY N. COUDEN, D. D.

The Journal of yesterday's proceedings was read and approved.

LEAVE OF ABSENCE.

By unanimous consent, leave of absence was granted as follows: To Mr. EDDY, an additional thirty days, on account of important business.

To Mr. STEVENS of Minnesota, for five days, on account of death in his family.

TRANSPORT SERVICE BETWEEN SAN FRANCISCO AND PHILIPPINE ISLANDS.

Mr. PARKER. Mr. Speaker, I desire to submit a report from the Committee on Military Affairs—a privileged motion.

The SPEAKER. The gentleman from New Jersey calls up a privileged report from the Committee on Military Affairs.

The Clerk read as follows:

The Committee on Military Affairs, to whom was referred House resolution No. 157, report the same back to the House with the recommendation that it do pass with an amendment as follows:

Strike out all after the word "requested," in line 2, and insert the following words in lieu thereof, viz: "so far as compatible with the interests of the public service, to inform the House of any and all facts that have come to his knowledge as to the conduct of the transport service between San Francisco and the Philippine Islands."

The original resolution asked for certain specified reports of inspectors of the War Department on this general subject. We prefer to request facts rather than copies of these reports. Inspection reports are essentially confidential, and it is not fair to the officers who make them not to respect their confidence. Nor can the Department expect to have the free and frank expressions about the conduct of individuals which superior officers ought to have from their inspectors if such reports are to be published. We think it inconsistent with the interests of the public service that such reports as are referred to in this resolution should be made public. The real object of the resolution is to ascertain the facts, so far as they may rightly be furnished, and we have amended it accordingly, so as to secure this end.

The resolution was read, as follows:

Resolved, That the Secretary of War be, and is hereby, requested to inform the House of the contents of the report of Col. John L. Chamberlain, inspector, of War Department, on the transport service between San Francisco and the Philippine Islands.

He will also inform the House of the contents of the report of Col. Marion P. Maus, inspector, of War Department, on same service between same points. The Secretary of War will, in each of the cases mentioned above, furnish the House with a copy of the report made to the Department.

The amendment was read, as follows:

Strike out all after the word "requested," in line 2, and insert the following words in lieu thereof, viz: "so far as compatible with the interests of the public service to inform the House of any and all facts that have come to his knowledge as to the conduct of the transport service between San Francisco and the Philippine Islands."

Mr. PARKER. Mr. Speaker, this matter has been submitted to the gentleman from Tennessee [Mr. RICHARDSON] this morning. He has been over it, and I do not understand from him that he has any particular objection to the amendment, but rather agrees with the committee. I would state that the committee desire, as much as the gentleman from Tennessee, to lay all the facts before the House. That if there be anything that ought to be allowed there it must come here. But an inspector's report, made by an inspector of the United States Army, is likely to express opinions, suggestions, and impressions as to other people that brings other peoples' reputation into question. They are necessarily confidential, and under these circumstances it is the universal rule of the War Department that such reports are not published. The real facts the gentleman ought to have, so far as

it may be compatible with the public service. Accordingly I desire, with the gentleman's leave, to retain the floor, so as to allow pension legislation to come in. How much time does the gentleman desire?

Mr. RICHARDSON of Tennessee. I only want a few minutes; not to exceed ten minutes.

Mr. PARKER. I yield to the gentleman from Tennessee for ten minutes.

Mr. RICHARDSON of Tennessee. Mr. Speaker, as I have already indicated, I do not desire to detain the House this morning on this resolution. I had the honor on the 6th of March instant to introduce the resolution which has been read to the House of Representatives. The Committee on Military Affairs considered that resolution, and have adopted a substitute almost for the resolution. Mr. Speaker, I have read the resolution reported by the Committee on Military Affairs. The gentleman says that the committee in amending it purpose giving to the House and to the country all the facts that have come to the knowledge of the Secretary of War on the subject of the transport service between San Francisco and the Philippine Islands that we would be entitled to if the resolution itself was adopted as I introduced it. The Committee on Military Affairs have concluded, as stated by the gentleman, that these reports are more or less confidential, and by the vote of a majority of that Committee, as I am informed, in opposition to the wishes of the minority of that committee, reported by a party vote a substitute or an amendment for the original resolution.

Now, the gentleman went a little too far when he says that I am satisfied with the resolution. I will be satisfied with it, Mr. Speaker, if the majority—and I presume they will follow the recommendations of the majority of their committee—if the majority side of the House pass the resolution as reported, and the Secretary of War, as I am assured he will by the gentleman in charge of this measure, gives us all the facts in respect to this transportation service that could be had by the original resolution. Then I will be satisfied, and that is what I have stated to the gentleman, and that assurance I have from the gentleman in charge of the resolution, after a conference with the Secretary of War. Now I have no reason to doubt, Mr. Speaker, that he will give the facts as stated by the gentleman.

Mr. PARKER. Will the gentleman permit me to interrupt him?

Mr. RICHARDSON of Tennessee. Certainly.

Mr. PARKER. The whole difference is between facts and opinions.

Mr. RICHARDSON of Tennessee. That is all.

Mr. PARKER. Very often an inspector expresses a great many opinions which are not facts, a great many suggestions, and a great many suspicions that ought not to come. What we want is the facts as ascertained by the Secretary of War. If the Secretary of War spread before the public everything that was said to him by his inspectors he would not have any full, free, and frank inspection report made. It has got to be confidential. I think the gentleman agreed with me in that, that in the military service there ought of necessity to be absolute confidence between the officers of that service.

Mr. RICHARDSON of Tennessee. Mr. Speaker, I accept the statement in perfect good faith made by the gentleman from New Jersey, and upon the assurance that we are to have the facts on this subject I shall not call for the yeas and nays upon the adoption of the amendment by way of a substitute for the resolution; but from this assurance and others which I need not mention coming to me, coming from a high source, that we will get these facts and all the facts, I shall not ask the yeas and nays upon the adoption of the amendment.

Mr. Speaker, I am led with less reluctance to agree to this course and waive our right to call the yeas and nays for a further fact which I will mention. On the 12th day of March, six days after I had the honor to introduce the original resolution into the House of Representatives, the Senate of the United States passed a resolution almost identical in words with the original resolution which I introduced. I will read in my time, for it is only four or five lines, the resolution of the Senate passed unanimously on the 12th day of March.

Mr. RAWLINS submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the Secretary of War is directed to send to the Senate the reports of Inspectors Carpenter and Morse and any other information, if any, in possession of the War Department relating to the free shipment or transportation of goods for private firms or individuals to or from the Philippine Islands in Government transports."

That resolution was unanimously adopted on the 12th of March by the Senate, six days after I had introduced the original resolution into this body. The only mistake in that resolution is the use of Inspector Carpenter's name for Inspector John L. Chamberlain's name—a misprint, as I am informed.

Mr. Speaker, in view of the fact that the Senate passed this resolution, almost identical with my own, calling for these

reports, and inasmuch as we are now about to pass, I presume, the resolution reported from the Committee on Military Affairs, calling, not for the reports, but the substance of the reports, I will waive the right I would otherwise have claimed to have the yeas and nays on the adoption of the amendment. Mr. Speaker, I am content with what I have said, and submit the question to the House of Representatives, hoping and believing that we will have all the facts in connection with this transport service called for by the original resolution. If I am not misinformed, they will make a chapter of very interesting reading for the people of the United States.

The SPEAKER. The question is on agreeing to the amendment. The amendment was agreed to.

The resolution as amended was agreed to.

Mr. RICHARDSON of Tennessee. Mr. Speaker, I think we ought to have a motion to reconsider, and I hope the gentleman from New Jersey will make it.

On motion of Mr. PARKER, a motion to reconsider the vote whereby the resolution was agreed to was laid on the table.

CHANGE OF REFERENCE.

By unanimous consent, the following change of reference was agreed to:

The bill (S. 3320) granting an increase of pension to Adelaide G. Hatch—from the Committee on Invalid Pensions to the Committee on Pensions.

PENSION BILLS.

Mr. SULLOWAY. Mr. Speaker, I move that the House now resolve itself into Committee of the Whole House for the consideration of bills on the Private Calendar in their order.

Mr. SMITH of Kentucky. Mr. Speaker, pending that motion, I desire to ask unanimous consent that the Committee of the Whole may consider in its regular order House bill 1592, for the relief of S. M. Bowles, concerning his military record. It hardly falls within the strict rule, but approximates it closely. I would like to have it considered along with the other cases.

The SPEAKER. Is this for the correction of the record of the soldier?

Mr. SMITH of Kentucky. It is to correct the mustering of the soldier.

The SPEAKER. The gentleman from Kentucky asks unanimous consent that the Committee of the Whole may be instructed by the House to consider House bill 1592. Is there objection?

Mr. PAYNE. Mr. Speaker, I do not think we ought to establish such a precedent as that. I object.

The motion of Mr. SULLOWAY was then agreed to.

Accordingly the House resolved itself into Committee of the Whole, with Mr. CAPRON in the chair, for consideration of bills upon the Private Calendar under the rule.

SAMUEL WELCH.

The first bill on the Private Calendar was the bill (H. R. 6467) granting an honorable discharge to Samuel Welch.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of War be, and he is hereby, authorized and directed to correct the military record of and grant an honorable discharge to Samuel Welch, late private, Company F, Third Wisconsin Volunteer Cavalry, and now a resident of Delton, Wis.: *Provided,* That no pay or allowances shall become due or payable by reason of the passage of this act.

The bill was laid aside to be reported to the House with a favorable recommendation.

NELSON JOHNSON.

The next business on the Private Calendar was the bill (H. R. 11052) for the relief of Nelson Johnson.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and is hereby, authorized and directed to place on the pension roll the name of Nelson Johnson, late first sergeant Company A, Third Regiment New York Volunteer Light Artillery, at the rate of \$12 per month, the same to be paid to him under the rules of the Pension Bureau as to mode and time of payment, without any deduction or rebate on account of former alleged overpayments or erroneous payments of pension.

With the following amendments recommended by the committee:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Nelson Johnson, late of Company A, Third Regiment New York Volunteer Light Artillery, and pay him a pension at the rate of \$12 per month, the same to be paid to him under the rules of the Pension Bureau as to mode and times of payment, without any deduction or rebate on account of former alleged overpayments or erroneous payments of pension."

Amend the title so as to read: "A bill granting a pension to Nelson Johnson."

Mr. SIMS. Mr. Chairman, I desire to have a letter read at the Clerk's desk as a part of my remarks.

The Clerk read as follows:

Hon. T. W. SIMS.

MY DEAR SIR: As a long-term soldier of the civil war, and as a member of the pension committee of the Union Veteran Legion, I desire to thank you

on behalf of my comrades on the manly, patriotic stand you have taken against political favoritism in the granting of pensions.

It is time somebody had told the truth about the pension question. Favoritism prevails to such an extent that the veteran has come to regard his pension more as a political perquisite than as a Government reward. I can not think it was ever the intent of the people of this country, in their desire to assist the veterans, that it should become part of the "spoils" system of party machinery.

I have recently made a pretty thorough analysis of the last report of the Commissioner of Pensions and am amazed at the inequality and injustice that is apparent. The most vicious feature, of course, is the special-act pensions, by which men with no service record and no pensionable status receive larger pensions through political influence than the deserving veteran who has to depend on the merits of his case alone. To the faithful soldier of the civil war the present system of granting pensions is a humiliation and an insult. In the first place, he is regarded as an imposter and perjurer and the burden of proof to the contrary is placed on him. He is subjected to expenses and tedious delay and examinations by boards whose reports are discredited by the Commissioner of Pensions, as per page 67 of his report. The pension system could be simplified and millions of expense saved by a law granting a specified amount and simply requiring the applicant to prove his identity with the name on the original enrollment on file in the War Department. The time has come when this could be done without regard to disability of claimant, as any man 60 or more years of age is physically incapacitated from hard manual labor.

One great evil of the favoritism shown is the fact that those who receive pensions in that way no longer have any interest in the thousands of their deserving comrades. They have got their pull, and every vestige of fraternal interest and comradeship is lost sight of in their selfish success, and they do not want the pension question discussed for fear it may imperil their political perquisite. On behalf of my comrades I protest against paying the widow of any President \$5,000 per year without regard to her income, while the widows of the common soldiers, faithful, loyal, devoted wives and mothers as the Lord ever permitted to live, are paid \$8 per month after declaring an income of less than \$250 per year.

And I am speaking on behalf of tens of thousands of my comrades when I say that we would rather see the entire pension system abolished than see it abused by and through political favoritism.

My great interest in this question is my apology for trespassing on your valuable time.

With kind regards, yours truly,

H. M. AVIS.

941 Cooper Street, Camden, N. J.

(Late Company F, Twelfth New Jersey Volunteers, Civil war.)

The CHAIRMAN. The question is on the amendments.

Mr. CALDERHEAD. Mr. Chairman, I want to say a word upon the letter that has just been read at the suggestion of the gentleman from Tennessee [Mr. SIMS]. The sentiments expressed in the letter are the legitimate fruit of the speech that was made which called it forth. At the time that speech was made a large part of the remarks were addressed to the criticism of the work of the Invalid Pensions Committee. As a member of that committee during the last Congress and during this Congress, I have never known any bill to pass the committee by reason of political favoritism, and if the gentleman himself adopts the language of the letter and makes that accusation against the committee he does injustice to himself and also does injustice to the committee. Bills that are passed by the Invalid Pensions Committee receive as fair consideration at the hands of as honorable men as any other bills that are passed by any committee in this House, and I think no gentleman is better aware of that fact than the gentleman from Tennessee.

The accusation itself is spread upon the record and sent abroad through the country and carries the imputation of dishonor with it. I have no intention of entering into any extended review of the remarks made by the gentleman from Tennessee, and I have no intention of making any extended remarks upon the methods of the Pension Bureau that he criticises so severely. I have very little sympathy with the methods of the present Commissioner of Pensions in the administration of his Bureau. I think his administration of it has been too severe. His application of the rules of practice in the Bureau have prevented a fair and free and beneficent administration of the beneficent pension laws; but I do object to the perpetual carping at the Invalid Pensions Committee, that it is organized for the purpose of passing pension bills through here by reason of political favoritism. No bills are passed that are not introduced by some member of this House, and if any member of the House has been so unworthy of his place in it as to introduce a bill for mere political effect, then let the blame fall upon him.

No man has yet put his finger upon such a bill that has ever passed from the committee to this House for consideration. No attempt is made on the part of the committee to grant extravagant pensions. All of them are based as fairly as we can upon an idea of equity and justice, due to the facts in each case that is presented to the committee, and every case receives careful consideration. There may be times when bills which come to this committee from the Senate are passed upon the strength of the Senate report, and the committee does not feel justified in reviewing the work of the Senate committee when they have not the entire facts before them; and yet, if in any case there appears an occasion for it, the Invalid Pension Committee asks for the original record and files of the case and makes the investigation for itself to ascertain whether it should even then pass a bill which has already passed the Senate.

Upon its own bills the committee has in every instance the testimony filed in the Bureau, and the additional testimony furnished by the member who introduced it, and, as I said in the

CAMDEN, N. J., March 8, 1902.

beginning, if any member of the House has introduced a bill for the mere political effect which it will have upon himself or upon his district, let the blame fall upon him. I do object, however, to the perpetual carping at the Invalid Pension Committee as doing this kind of work, either in behalf of members of the House or in behalf of anybody else.

Mr. SIMS. Will the gentleman yield to a question?

Mr. CALDERHEAD. Certainly.

Mr. SIMS. I think if the gentleman will do me the honor to read my remarks on that question he will see they were largely in defense of his own committee, and made no charge at all upon it, but that I had the letter read simply that the members of the House might see the view that one old soldier took of my remarks. I called to the attention of the House the fact that there was danger, on account of excessive private pension bills, of dissatisfying the old soldiers who had received pensions only through the Bureau.

Mr. CALDERHEAD. Upon that subject, Mr. Chairman, I desire to say that the letter itself conveys the impression which the gentleman's speech made upon the country and upon the soldiers who read it. The letter itself carries the imputation against the committee, charging it with being unfair in the granting of indiscriminate and extravagant pensions, when the entire pension roll granted by the Invalid Pension Committee for two years amounted to only \$237,000 per annum out of the whole \$145,000,000.

Mr. NORTON. Will the gentleman yield?

Mr. CALDERHEAD. Yes.

Mr. NORTON. I appeal to you because you have the floor. I would like to have, through you, the question asked of the gentleman from Tennessee whether he indorses the language of this letter.

Mr. CALDERHEAD. The gentleman from Tennessee may answer it.

Mr. SIMS. I want to answer further that I made no charge of political favoritism, and I want to say this, that I believe the Democratic members of the Pensions Committee are just as liberal as the Republicans, and I have never thought of making such a charge.

Mr. CALDERHEAD. I think so.

Mr. WARNOCK. Ask him if he indorses the language of the letter.

Mr. CALDERHEAD. But that is not an answer to the question propounded by my colleague from Ohio [Mr. WARNOCK], whether the gentleman from Tennessee indorses the language of the letter. I take it for granted that he indorsed it, because he offered it to be read in his own time as part of his remarks. If he does not indorse it, I think it is his duty to say so.

Mr. SIMS. Why, upon the writer's assumed state of facts, I do indorse it, if the facts are as he says they are.

Mr. CALDERHEAD. Then let me call attention to the fact that his assumed basis of fact was the speech made by the gentleman from Tennessee; but I have gone as far and much further than I intended to when I rose. I just wanted to call attention to the fact that hypercritical criticism of work of the Invalid Pensions Committee is not justified by any facts when it produces such a result as that letter.

The amendments recommended by the committee were agreed to.

The bill as amended was ordered to be laid aside to be reported to the House with a favorable recommendation.

ALBERT D. SCOVELL.

The next business on the Private Calendar was the bill (S. 2767) granting an increase of pension to Albert D. Scovell.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Albert D. Scovell, late of Company I, Third Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

Mr. GAINES of Tennessee. Mr. Chairman, is that for an increase of pension?

The CHAIRMAN. It is for an increase of pension.

Mr. GAINES of Tennessee. Mr. Chairman, the last pensions claims day I interrogated the distinguished chairman of the Committee on Invalid Pensions, the gentlemen from New Hampshire [Mr. SULLOWAY], and asked him why it was that so many of these bills were to increase pensions. I received the following very frank answer from the gentleman:

Mr. SULLOWAY. Simply because they do not get justice at the Pension Bureau.

Mr. GAINES of Tennessee. The gentleman arraigns the Pension Bureau?

Mr. SULLOWAY. Well, an injustice is done the soldier on the records of the Pension Bureau.

Mr. GAINES of Tennessee. Then that rule applies to all the cases reported here this morning?

Mr. SULLOWAY. I do not remember whether all the cases that have been taken up this morning are for increase, but I think they are mostly for an increase.

Mr. GAINES of Tennessee. Mr. Chairman, I have had a very frank and satisfactory explanation from the gentleman from New Hampshire.

Mr. Chairman, turn now to the speech of my colleague [Mr. SIMS], which no one seems to dispute, and we find, on page 2432 of the RECORD, he states there were 467 bills for increases in the short session of the last Congress, and that—

Two hundred and sixty-five of that 467 increased the pensions already allowed by the Pension Bureau from 100 to 500 per cent. The average increase for all is about 200 per cent over and above what the Bureau allows.

Mr. Chairman, what I desire to do is to call to the attention of this honorable committee the fact, the remarkable fact, that here we find that because of "injustice" done at the Pension Bureau Congress is called upon to remodel the work of the Pension Bureau at a rate increased from 100 to 500 per cent. "The average increases for all is about 200 per cent over and above what the Bureau allows." That is the language of my colleague [Mr. SIMS].

Mr. Chairman, this committee is called on here every pension day to do what? It would seem that it is called on to do justice to those who have been done "injustice." In other words, to reverse the action of the honorable Commissioner of Pensions.

The question that arises, and it is growing more vital every day, is, Which is right, the Pension Commissioner or Congress? The Commissioner is openly accused, and it is undisputed by those on the other side of the House that he is doing an "injustice" to the soldiers. Not a Republican rises here to dispute this accusation. Then why, I ask, does not the distinguished President turn that Commissioner out and put in one who will do justice? Or, if there is any doubt about it, and Congress by its action in overruling the Commissioner in effect says, "The Commissioner is doing injustice," why is not a committee appointed to go down to the Pension Bureau and see what is being done there, and how it is done; study the rules and regulations; see if the right kind of officers are there, and, if you please, examine the cases that are disallowed as well as those that are allowed? If you say that Congress allows those that are disallowed, then I submit that Congress is doing what the Commissioner should do if he deals out justice instead of "injustice;" and, further, why have a Pension Bureau, and at a heavy expense, to attend to our pension business and yet so inefficiently as to burden Congress every week, a whole day or more, that justice may be done, depriving Congress of time, one day each week, to consider matters which Congress alone must consider, and which can not be referred to a bureau for adjudication?

I submit that Congress could do more work and possibly better work if it did not have to deal one whole day every week with pensions which should be adjudicated at the Pension Bureau, if "injustice" was not dealt out there which the gentleman from New Hampshire says is done.

The Pension Commissioner is held up to the public gaze as a faithful and capable officer, and for the purpose of impressing the people with the idea that his administration is just and fair; and yet he is openly accused of being unjust, and Congress every pension day cures the errors committed by the Bureau with this Commissioner at the head. Now, what are the facts? Does the Commissioner deal out justice or injustice?

The lamented McKinley perpetuated the present Commissioner in office, as does President Roosevelt. Yet both of these gentlemen every week approved, without the least hesitation, it seems, the bills which Congress enacts, which in effect overrules and condemns the action of the Pension Commissioner. In other words, he is kept in office and held up to the world as capable, faithful, and efficient by the President of the United States and yet the President of the United States every week approves laws enacted to eliminate the errors of the Commissioner passed by the Congress of the United States whose judgment in effect is, by enacting these laws, an approval of the accusation that the Commissioner is dealing out "injustice to the soldiers," just as he is accused. With one hand the President says we will keep the Commissioner in office because he is just, with the other hand he approves laws which in effect say the Commissioner is unjust. Now, what is the fact? What is the truth? Who is to blame?

Mr. Chairman, it seems that the Republican party "is working both sides of the street." They blow hot and they blow cold. They are holding up in a way as a faithful Commissioner Mr. Evans—and my colleague [Mr. SIMS], like myself, have several times on the floor of this House joined in holding up his hands as a faithful officer in our effort to make the pension roll the roll of honor—and yet a Republican Congress, with the approval of the President, comes right along every week and in effect reverses the Pension Commissioner in his many holdings of error, wherein Congress and the President say that he has in fact done "injustice" to the soldier. I say, Mr. Chairman, that the public should know where the fault is, if there is any fault; where the wrong is, if there is any wrong, and who the wrongdoer is. Now, look for a moment at the remarkable statement of my distinguished colleague [Mr. SIMS], which no man has dared to dispute in this

House, and if he is incorrect about it no man, I dare say, would rejoice more to be corrected than he would. Turn now to page 2434 of the RECORD and read what he says about increased pensions. He says:

Here are the cases of \$12 to \$24, \$12 to \$30, \$12 to \$50, \$8 to \$20, \$12 to \$40, \$6 to \$24, \$14 to \$50, \$14 to \$30, \$12 to \$36, \$6 to \$17, \$8 to \$30, \$12 to \$24, \$8 to \$20, \$5 to \$40, \$36 to \$100, and so on through the entire list.

Now, Mr. Chairman, I believe in just pensions. I have been here every pension day and helped to make a quorum and to prevent unjust pensions being allowed and to have just ones allowed. But I say when we see such an appalling statement as this, if it is undisputed it shows that there is something radically wrong.

Mr. KLEBERG. Will the gentleman allow me to ask him a question?

Mr. GAINES of Tennessee. Certainly.

Mr. KLEBERG. Do you think Congress ought only to exercise its discretion in those cases where the Pension Commissioner has refused to give a pension at all? Suppose he refuses to give a pension to anyone, will the gentleman from Tennessee say that those are the only cases that ought to come before Congress?

Mr. GAINES of Tennessee. I think Congress has the power to control the whole matter. But these are all for "increases in amount of the pension."

Mr. KLEBERG. Then, if that is so, does not the gentleman know that some of these cases in which an increase is given are more meritorious than those that call for a pension the first time?

Mr. GAINES of Tennessee. Well, I do not know; but here is the fact. Here is this great body; and, Mr. Chairman, I am staying within the undisputed record; I am not technical and I am not hypocritical about this matter and I am saying this in perfectly good faith. If the Commissioner is not doing his duty, Congress ought to know it; and if Congress is doing its duty, it is clearly showing that the Commissioner is not doing his. If "injustice" is being done in that office, and the Commissioner is simply administering the law, he is doing his duty, and we are called on here, if the law and not the Commissioner is doing "injustice," to change the law. But it is the "Bureau" and not the law that is accused of doing "injustice." If it is the "Bureau" that does "injustice" change the Bureau, and not keep the Bureau and change the law. We say by what we do here it is the law that does "injustice," and yet the "Bureau" is accused of the act. Here in substance is what the great "watch dog of the Treasury," the gentleman from Illinois, said the other day to my colleague [Mr. RICHARDSON] in substance: "I hope that you will have the pictures of the medical examiners of the Pension Bureau that are sitting down there in the Pension Office doing wrong to the pensioners and the pension claimants of this country, I hope you will have their pictures put in some book about to be published, giving the picture of the Pension Bureau down there." That building was too ugly to be pictured in this book, so the gentleman, with some sarcasm, wanted the pictures of these distinguished doctors put in there, so that the people should see their faces.

If these examining doctors are not doing their duty they ought to be turned out.

Right here, in conclusion. I came across from the Philippine Islands with as fine a lot of Army officers as ever lived in the country, and they talked to me of this very thing. Some of them had served during the civil war; and one of them said: "Mr. GAINES, I hope I will never have to draw a pension." There were several of these officers present. This officer said: "There is so much said about pensioners on the roll that I do not feel like getting my name on it, and I hope Congress will purge it of all unjust pensioners and make it a roll of honor."

Mr. Chairman, that is what I would have it, and I am satisfied that is the hope and desire of my colleague [Mr. SIMS], as well as every Democrat on the floor of this House. We want the pension list, sir, a roll of honor; no more, no less.

The bill was ordered to be laid aside with a favorable recommendation.

GEORGE W. GUINN.

The next business on the Private Calendar was the bill (H. R. 9999) granting an increase of pension to George W. Guinn.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of George W. Guinn, late of Company H, Seventh Regiment West Virginia Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the word "Guinn" and insert in lieu thereof the word "Guinn."

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

Amend the title so as to read: "A bill granting an increase of pension to George W. Guinn."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM D. SMITH.

The next business on the Private Calendar was the bill (H. R. 2440) granting an increase of pension to William D. Smith.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William D. Smith, late of Company E, Fourth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the word "Infantry" and insert in lieu thereof the word "Cavalry."

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

HANNIBAL C. ST. CLAIR.

The next business on the Private Calendar was the bill (H. R. 8016) granting a pension to Hannibal C. St. Clair.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Hannibal C. St. Clair, late of Company G, Thirty-fifth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of pension he is now receiving on certificate No. 511393, dated March 3, 1900.

The amendments recommended by the committee were read, as follows:

Strike out all of lines 6, 7, 8, 9, 10, and 11, and insert in lieu thereof the following: "of Hannibal C. St. Clair, late first lieutenant Company G, Thirty-fifth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Hannibal C. St. Clair."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARY A. CARLILE.

The next business on the Private Calendar was the bill (H. R. 11025) granting a pension to Mary A. Carlile.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary A. Carlile, widow of Henry C. Carlile, late of Company I, Twenty-fifth Regiment Missouri Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

FREDERICK A. CONDON.

The next business on the Private Calendar was the bill (H. R. 1696) granting an increase of pension to Frederick A. Condon.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Frederick A. Condon, late of Company I, Seventh Regiment Maine Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment reported by the committee was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JOHN H. JACK.

The next business on the Private Calendar was the bill (H. R. 658) increasing the pension of John H. Jack.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John H. Jack, late sergeant in Company E, Eighth Regiment Ohio Infantry, and pay him a pension at the rate of \$50 a month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the words "sergeant in" and insert in lieu thereof the word "of."

In line 7, before the word "Infantry," insert the word "Volunteer."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

In same line strike out the word "a" and insert in lieu thereof the word "per."

Amend the title so as to read: "A bill granting an increase of pension to John H. Jack."

The committee amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

CORNELIA E. WRIGHT.

The next business on the Private Calendar was the bill (S. 1802) granting an increase of pension to Cornelia E. Wright.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Cornelia E. Wright, widow of Amos D. Wright, late of Company G, Thirtieth Regiment Wisconsin Volunteer Infantry, and pay her a pension at the rate of \$12 per month in lieu of that she is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

OSWALD AHLSTEDT.

The next business on the Private Calendar was the bill (H. R. 2661) granting an increase of pension to Oswald Ahlstedt.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Oswald Ahlstedt, late of Company K, First Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

SUSAN HOUSE.

The next business on the Private Calendar was the bill (H. R. 6760) granting a pension to Susan House.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Susan House, widow of Robert C. House, late of Company B, Sixty-second Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the letter "B" and the word "Sixty-second" and insert in lieu thereof the letter "A" and the word "Twenty-ninth."

In line 8 strike out the word "twelve" and insert in lieu thereof the word "eight."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JESSE C. RHODABECK.

The next business on the Private Calendar was the bill (H. R. 8921) granting an increase of pension to Jesse C. Rhodabek.

The Clerk read the bill, as follows:

Whereas Capt. Jesse C. Rhodabek, late captain of Company H, Eighteenth Iowa Volunteer Infantry, was granted a pension of \$30 per month on account of complete hernia, under certificate No. 60870; and

Whereas said Captain Rhodabek is shown to have been prostrated by sunstroke while in line of duty at Springfield, Mo., July 4, 1863; and

Whereas he has filed application for increase of pension on account of said sunstroke and resulting disease of heart, dizziness, headache, loss of memory, weak eyes, disease of kidneys, and nervous disabilities; and

Whereas the medical examination has shown the existence of most of these disabilities, but claimant's application was rejected and said rejection affirmed upon appeal upon the sole ground that claimant did not show that said injury and resulting disabilities had been continuous, notwithstanding claimant avers, under oath, that he had so suffered from the incurrence of said sunstroke and is totally unable to perform manual labor on account of all said disabilities; and

Whereas standard medical authority holds that it usually follows that the injury from sunstroke is often permanent, and all the symptoms shown by claimant do occur as resulting diseases of the brain and nerve forces as sequence thereof: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the pension of Jesse C. Rhodabek, late captain of Company H, Eighteenth Iowa Volunteer Infantry, and pay him at the rate of \$50 per month in lieu of the pension he now receives.

The amendment recommended by the committee was read, as follows:

Strike out all after the title of the bill and insert in lieu thereof the following:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jesse C. Rhodabek, late captain Company H, Eighteenth Regiment Iowa Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MICHAEL MARNANE.

The next business on the Private Calendar was the bill (H. R. 1479) granting an increase of pension to Michael Marnane.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Michael Marnane, late a private in Company G, Fifty-seventh Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$25 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 3, after the word "and," insert the word "he."

In line 6 strike out the words "a private in" and insert in lieu thereof the word "of."

In line 8 strike out the word "twenty-five" and insert in lieu thereof the word "twenty."

The committee amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

BLANCHE DUFFY.

The next business on the Private Calendar was the bill (H. R. 10091) granting a pension to Blanche Duffy.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Blanche Duffy, formerly Sister Blanche O'Brien, late a nurse in the hospital of the Sisters of Charity at St. Louis, Mo., and pay her a pension at the rate of \$12 per month.

The bill was laid aside to be reported to the House with a favorable recommendation.

WILLIAM J. JONES.

The next business on the Private Calendar was the bill (H. R. 8679) granting a pension to William J. Jones.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William J. Jones, late a private of Company H, One hundred and eighty-third Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The amendment recommended by the committee was read, as follows:

In line 6, strike out the words "a private."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ELIZABETH RICKEY.

The next business on the Private Calendar was the bill (H. R. 9593) granting a pension to Elizabeth Rickey.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and is hereby, authorized and directed to place on the pension roll of the United States, subject to the provisions and limitations of the pension laws, the name of Elizabeth Rickey, mother of Henry C. Rickey, late of Company E, Seventh Regiment Iowa Volunteer Infantry, and that she be pensioned at the rate of \$12 per month.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elizabeth Rickey, the dependent mother of Henry C. Rickey, late of Company E, Seventh Regiment Iowa Volunteer Infantry, and pay her a pension at the rate of \$12 per month."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

DANIEL F. THOMPSON.

The next business on the Private Calendar was the bill (H. R. 1724) to increase the pension of Daniel F. Thompson.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place upon the pension roll, subject to the provisions and limitations of the pension laws, the name of Daniel F. Thompson, of Company B, Forty-eighth Regiment Missouri Infantry Volunteers, and pay to him the sum of \$36 per month in lieu of any pension that he may now be receiving.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Daniel F. Thompson, late of Company B, Forty-eighth Regiment Missouri Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

Amend title so as to read: "A bill granting an increase of pension to Daniel F. Thompson."

The committee amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARY KING.

The next business on the Private Calendar was the bill (H. R. 7811) granting a pension to Mary King.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior is hereby authorized and directed to place on the pension roll the name of Mary King, dependent mother of Michael King, deceased, late a private of Company E, Fourth Iowa Infantry Volunteers, subject to the limitations of the pension laws, and pay her a pension at the rate of \$12 a month.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary King, the dependent mother of Michael

King, late of Company E, Fourth Regiment Iowa Volunteer Infantry, and pay her a pension at the rate of \$12 per month."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JOHN HOLLISTER.

The next business on the Private Calendar was the bill (H. R. 10193) granting an increase of pension to John Hollister.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Hollister, private, Company C, Tenth Connecticut Volunteer Infantry, and pay him a pension of \$30 per month in lieu of the pension he is now receiving.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Hollister, late of Company C, Tenth Regiment Connecticut Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

CAROLINE MISCHLER.

The next business on the Private Calendar was the bill (S. 1913) granting an increase of pension to Caroline Mischler.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Caroline Mischler, widow of Wendell Mischler, late musician, Forty-third Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$12 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

PATRICK LEE.

The next business on the Private Calendar was the bill (H. R. 2781) granting an increase of pension to Patrick Lee.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Patrick Lee, late of Company C, Third Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARGARET HOEFER.

The next business on the Private Calendar was the bill (H. R. 10841) granting an increase of pension to Margaret Hoefer.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Margaret Hoefer, widow of Frederick Hoefer, late of Company C, Thirty-eighth Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$12 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES F. PATTON.

The next business on the Private Calendar was the bill (H. R. 9926) granting an increase of pension to James F. Patton.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James F. Patton, late of Company G, Eleventh Regiment Ohio Volunteer Cavalry, and pay him a pension at the rate of \$30 per month, the same to be in lieu of any pension now drawn by him.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 8 strike out the word "thirty-six" and insert in lieu thereof the word "twenty-four."

In the same line strike out the words "the same to be in lieu of any."

In line 9 strike out the words "pension now drawn by him" and insert in lieu thereof the words "in lieu of that he is now receiving."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

FRANCES FULLER VICTOR.

The next business on the Private Calendar was the bill (S. 1940) granting a pension to Frances Fuller Victor.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions

and limitations of the pension laws, the name of Frances Fuller Victor, widow of Henry C. Victor, late first assistant engineer, United States Navy, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

THOMAS P. SMITH.

The next business on the Private Calendar was the bill (H. R. 7782) granting an increase of pension to Thomas P. Smith.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas P. Smith, late of Company K, Seventy-ninth Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 8 strike out the word "seventy-two" and insert in lieu thereof the word "thirty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ISRAEL A. BENNER.

The next business on the Private Calendar was the bill (S. 1015) granting an increase of pension to Israel A. Benner.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Israel A. Benner, late of Company A, Seventy-fifth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$12 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

NATHAN H. METCALF.

The next business on the Private Calendar was the bill (H. R. 2768) granting a pension to Nathan H. Metcalf.

Mr. SULLOWAY. Mr. Chairman, I will state that the beneficiary of this bill is dead, and I therefore move that it lie upon the table.

The CHAIRMAN. Without objection, the bill will lie on the table.

There was no objection.

MARY L. DIBERT.

The next business on the Private Calendar was the bill (H. R. 8415) granting a pension to Mary L. Dibert.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary L. Dibert, mother of Isaac P. Dibert, who enlisted as a drummer boy in Company D, One hundred and forty-second Regiment Pennsylvania Volunteer Infantry, and who has not been heard from for a period of over thirty-four years, and pay her a pension at the rate of \$8 per month.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

Strike out all after the enacting clause and insert:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary L. Dibert, the dependent mother of Isaac N. Dibert, late of Company D, One hundred and forty-second Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$12 per month."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARY E. HOLBROOK.

The next business on the Private Calendar was the bill (H. R. 8781) granting a pension to Mary E. Holbrook.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to restore to the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary E. Holbrook, widow of Frank Wyman, late of Company A, First Oregon Cavalry Volunteers, and of Sherman Holbrook, late of Company M, Tenth New York Heavy Artillery Volunteers, and pay her a pension at the rate of \$8 per month.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary E. Holbrook, the former widow of Frank Wyman, late of Company A, First Regiment Oregon Volunteer Cavalry, and pay her a pension at the rate of \$12 per month."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JAMES AUSTIN.

The next business on the Private Calendar was the bill (H. R. 1636) granting an increase of pension to James Austin.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James Austin, late of Company I, Eighth Regiment Kentucky Cavalry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 7, before the word "Cavalry," insert the word "Volunteer."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ADELA S. WEBSTER.

The next business on the Private Calendar was the bill (S. 1146) granting a pension to Adela S. Webster.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Adela S. Webster, widow of Amos Webster, late captain and assistant quartermaster, United States Volunteers, and pay her a pension at the rate of \$30 per month.

The bill was ordered to be laid aside with a favorable recommendation.

SARAH E. ALLEN.

The next business on the Private Calendar was the bill (H. R. 3427) granting an increase of pension to Sarah E. Allen.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place the name of Sarah E. Allen, widow of Silas F. Allen, late captain of Company C, Twenty-ninth Regiment Indiana Volunteers, on the pension roll, and pay her a pension at a rate of \$30 per month in lieu of the pension she is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Sarah E. Allen, widow of Silas F. Allen, late captain Company C, Twenty-ninth Regiment Indiana Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MILLEN M'MILLEN.

The next business on the Private Calendar was the bill (H. R. 6481) granting an increase of pension to Millen McMillen.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Millen McMillen, late of Company E, One hundred and twenty-second Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

FRANCIS W. POOL.

The next business on the Private Calendar was the bill (H. R. 1086) granting an increase of pension to Francis W. Pool.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Francis W. Pool, late of Company G, Twelfth Regiment Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the words "forty-five."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

THOMAS H. H. GIBBS.

The next business on the Private Calendar was the bill (H. R. 2613) granting an increase of pension to Thomas H. H. Gibbs.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas H. H. Gibbs, late of Company I, Second Regiment California Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the word "Cavalry," also the word "Infantry," and in same line, after the word "Volunteer," insert the word "Cavalry."

In line 8 strike out the word "forty" and insert in lieu thereof the word "thirty."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

RICHARD P. NICHUALS.

The next business on the Private Calendar was the bill (H. R. 6895) granting an increase of pension to Richard P. Nichauls.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Richard P. Nichauls, late of Company C, Seventy-first Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the word "Nichauls" and insert in lieu thereof the word "Nichuals."

In line 8 strike out the word "twenty-four" and insert in lieu thereof the word "seventeen."

Amend title so as to read: "A bill granting an increase of pension to Richard P. Nichuals."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM CHRISTIAN.

The next business on the Private Calendar was the bill (H. R. 7239) granting an increase of pension to William Christian.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the amount of pension now being paid to William Christian, late a soldier in the Eleventh Ohio Infantry and the Thirty-first Ohio Infantry, civil war, from \$12 per month to \$30 per month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William Christian, late of Company K, Thirty-first Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to William Christian."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JAMES P. BURCHFIELD.

The next business on the Private Calendar was the bill (H. R. 809) granting an increase of pension to J. P. Burchfield.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of J. P. Burchfield, late surgeon, Fifty-third Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$100 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the letter "J." and insert in lieu thereof the word "James."

In same line strike out the words "Fifty-third" and insert in lieu thereof the words "Eighty-third."

In line 8 strike out the words "one hundred" and insert in lieu thereof the word "thirty."

Amend the title so as to read: "A bill granting an increase of pension to James P. Burchfield."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN M. HOWE.

The next business on the Private Calendar was the bill (H. R. 9178) granting an increase of pension to John M. Howe.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John M. Howe, late of Company E, Third Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

CHARLES MISNER.

The next business on the Private Calendar was the bill (H. R. 918) granting a pension to Charles Misner.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Charles Misner, late of Company A, Sixth Regiment of Michigan Volunteer Infantry, and pay him a pension of \$50 a month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles Misner, late of Company A, Sixth Regiment Michigan Volunteer Heavy Artillery, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Charles Misner."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

THERESIA ZIEGENFUSS.

The next business on the Private Calendar was the bill (H. R. 3514) granting a pension to Anna Maria Ziegenfuss.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Anna Maria Ziegenfuss, the helpless and dependent daughter of Christopher Ziegenfuss, deceased, late of Company F, Twelfth Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$24 per month.

The amendments recommended by the committee were read, as follows:

Strike out all of lines 6, 7, 8, and 9 and insert in lieu thereof the following: "of Theresia Ziegenfuss, widow of Christopher Ziegenfuss, late of Company F, Twelfth Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving: *Provided, however,* That in the case of the death of the helpless child, Anna Maria Ziegenfuss, on whose account the pension of Theresia Ziegenfuss is increased, the pension of said Theresia Ziegenfuss shall continue only at the rate of \$8 per month from and after the date of death of said helpless child."

Amend the title so as to read: "A bill granting an increase of pension to Theresia Ziegenfuss."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ELIZABETH L. BECKET.

The next business on the Private Calendar was the bill (H. R. 9625) granting a pension to Elizabeth L. Becket, widow of John Becket, late a private in Company K, Eighty-sixth Ohio Volunteer Infantry.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elizabeth L. Becket, widow of John Becket, late a private in Company K, Eighty-sixth Ohio Volunteer Infantry, and pay her a pension of \$12 per month.

The amendments recommended by the committee were read, as follows:

Strike out all of lines 6, 7, and 8 and insert in lieu thereof the following: "of Elizabeth L. Beckett, widow of John Beckett, late of Company K, Eighty-sixth Regiment Ohio Volunteer Infantry, and pay her a pension at the rate of \$12 per month."

Amend the title so as to read: "A bill granting a pension to Elizabeth L. Beckett."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

THOMAS G. FOSTER.

The next business on the Private Calendar was the bill (S. 2701) granting a pension to Thomas G. Foster.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas G. Foster, late of Smead's company, Third Battalion District of Columbia Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

MARY E. HOLDEN.

The next business on the Private Calendar was the bill (H. R. 9413) granting a pension to Mary E. Holden, widow of John W. Holden.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary E. Holden, widow of John W. Holden, late of Company B, Twelfth Regiment Indiana Infantry Volunteers, and pay her a pension of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the word "Volunteers."

In same line, after the word "Indiana," insert the word "Volunteer."

In line 8, after the word "pension," insert the words "at the rate of."

Amend title so as to read: "A bill granting a pension to Mary E. Holden."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

BARBARA M'DONALD.

The next business on the Private Calendar was the bill (H. R. 9301) granting a pension to Barbara McDonald.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Barbara McDonald, widow of Robert McDonald, late of Company D, Eighth Regiment New York Heavy Artillery, and pay her a pension at the rate of \$24 per month in lieu of that she is now receiving: *Provided,* That upon the death of Robert McDonald, an

epileptic son of said soldier, Robert McDonald, on whose account the pension of Barbara McDonald is increased, the pension of said widow, Barbara McDonald, shall continue only at the rate of \$12 per month from and after the date of the death of said son: *And provided further,* That if the said epileptic son, Robert McDonald, shall survive his said mother, Barbara McDonald, then on the death of said Barbara McDonald the Secretary of the Interior be, and he hereby is, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of said Robert McDonald at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 7, after the word "York," insert the word "Volunteer."

Strike out all of lines 10, 11, 12, 13, 14, and 15 on page 1, and lines 1, 2, 3, 4, 5, 6, and 7 on page 2, and insert in lieu thereof the following: "receiving: *Provided, however,* That in case of the death of the helpless child, Robert McDonald, on whose account the pension of Barbara McDonald is increased, the pension of said Barbara McDonald shall continue only at the rate of \$12 per month from and after the date of death of said helpless child."

Amend the title so as to read: "A bill granting an increase of pension to Barbara McDonald."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

EPHRAIM D. DORMAN.

The next business on the Private Calendar was the bill (H. R. 7149) granting an increase of pension to Ephraim D. Dorman.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ephraim D. Dorman, a Federal soldier in the civil war, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 6 strike out the words "a Federal soldier in the civil war" and insert in lieu thereof the words "late of Company G, Second Regiment Maine Volunteer Cavalry."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ELIJAH E. HARVEY.

The next business on the Private Calendar was the bill (H. R. 6107) granting a pension to Elijah E. Harvey.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elijah E. Harvey, late captain of Company B, Sixth Regiment Kansas Cavalry Volunteers, and Company A, Third Indiana Infantry, Mexican war, pay him a pension at the rate of \$24 per month in lieu of the pension he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, 8, 9, and 10 and insert in lieu thereof the following: "of Elijah E. Harvey, late captain Company B, Sixth Regiment Kansas Volunteer Cavalry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Elijah E. Harvey."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

REUBEN WELLMAN.

The next business on the Private Calendar was the bill (H. R. 5910) granting an increase of pension to Reuben Wellman.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Reuben Wellman, late of Company G, One hundred and sixtieth New York Volunteer Infantry, at the rate of \$24 per month in lieu of the pension he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Reuben Wellman, late of Company G, One hundred and sixtieth Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

LEWIS W. MOORE.

The next business on the Private Calendar was the bill (S. 1164) granting an increase of pension to Lewis W. Moore.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lewis W. Moore, late captain Company G, Forty-ninth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

PETER C. MONFORT.

The next business on the Private Calendar was the bill (S. 2008) granting an increase of pension to Peter C. Monfort.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Peter C. Monfort, late of Company B, One hundred and eighteenth Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JOSEPH H. BARNUM.

The next business on the Private Calendar was the bill (S. 335) granting an increase of pension to Joseph H. Barnum.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Joseph H. Barnum, late captain Company H, Sixteenth Regiment Connecticut Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES MOORE.

The next business on the Private Calendar was the bill (H. R. 9986) granting an increase of pension to James Moore.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James Moore, late of Company K, One hundred and thirty-sixth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "forty" and insert in lieu thereof the word "thirty-six."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

BENJAMIN E. STYLES.

The next business on the Private Calendar was the bill (H. R. 9928) granting an increase of pension to Benjamin E. Styles.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Benjamin E. Styles, late of Company I, sergeant, Fiftieth Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the word "sergeant."

Amend title so as to read: "A bill granting a pension to Benjamin E. Styles."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JAMES D. JOHNSON.

The next business on the Private Calendar was the bill (H. R. 3859) granting a pension to James D. Johnson.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James D. Johnson, late of Company B, Fourth Regiment Arkansas Cavalry Volunteers, and pay him a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the word "Volunteers."

In same line, before the word "Cavalry," insert the word "Volunteer."

The amendments recommended by the committee were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ELIZA STEWART.

The next business on the Private Calendar was the bill (H. R. 10289) granting a pension to Eliza Stewart.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Eliza Stewart, widow of Hugh Stewart, late of the Marine Corps, United States Navy, and pay her a pension at the rate of \$25 per month.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, and 8, and insert in lieu thereof the following: "of Eliza Stewart, widow of Hugh Stewart, late of the United States steamship *Great Western*, United States Navy, and pay her a pension at the rate of \$8 per month, such pension, however, to cease upon proof that the said Hugh Stewart is still living."

The amendment reported by the committee was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

SARAH H. H. LOWE.

The next business on the Private Calendar was the bill (H. R. 10117) granting a pension to Sallie Lowe.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Sallie Lowe, widow of William W. Lowe, who served as first lieutenant and captain, Second Cavalry, captain, Fifth Cavalry, and major, Sixth Cavalry, in the Army of the United States during the civil war, and to pay her a pension at the rate of \$50 per month.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Sallie Lowe, widow of William W. Lowe, late colonel Fifth Regiment Iowa Volunteer Cavalry, and pay her a pension at the rate of \$30 per month."

Mr. SULLOWAY. Mr. Chairman, I move to amend the amendment by striking out the word "Sallie" and insert in place thereof "Sarah H. H."

The amendment to the amendment was agreed to.

The amendment recommended by the committee as amended was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

NOAH F. CHAFEE.

The next business on the Private Calendar was the bill (S. 2303) granting an increase of pension to Noah F. Chafee.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Noah F. Chafee, late assistant surgeon Fourteenth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

HENRY BALL.

The next business on the Private Calendar was the bill (H. R. 1694) granting an increase of pension to Henry Ball.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Henry Ball, late of Company A, Seventh Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendment reported by the committee was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ANNA RODERKA.

The next business on the Private Calendar was the bill (H. R. 10143) granting a pension to Anna Roderka.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Anna Roderka, widow of Gustav Roderka, alias August Wilson, late of Company E, Thirteenth Regiment Connecticut Volunteer Infantry, and pay her a pension at the rate of \$30 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the words "alias August."

In line 7 strike out the word "Wilson."

In line 9 strike out the word "twenty" and insert in lieu thereof the word "twelve."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ROBERT CARPENTER.

The next business on the Private Calendar was the bill (H. R. 351) granting an increase of pension to Robert Carpenter.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Robert Carpenter, late of Companies A and L, Third Regiment Wisconsin Cavalry Volunteers, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "late," insert the word "captain."

In line 7 strike out the word "Volunteers."

In same line, before the word "Cavalry," insert the word "Volunteer."

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARY SHELTON HUSTON.

The next business on the Private Calendar was the bill (H. R. 4993) granting a pension to Mary Shelton Huston.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Mrs. Mary Shelton Huston, late an army nurse and superintendent of nurses during the war of the rebellion, and pay her a pension of \$12 a month from and after the passage of this act.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary Shelton Huston, late an Army nurse in the Medical Department, United States Volunteers, and pay her a pension at the rate of \$12 per month."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ERASTUS C. MODERWELL.

The next business on the Private Calendar was the bill (H. R. 3884) granting a pension to Erastus C. Moderwell.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place upon the pension roll the name of Erastus C. Moderwell, late major of the Twelfth Ohio Cavalry Volunteers, and pay him a pension of \$72 per month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Erastus C. Moderwell, late major, Twelfth Regiment Ohio Volunteer Cavalry, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving."

Amend title so as to read: "A bill granting an increase of pension to Erastus C. Moderwell."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

HORATIO N. FRANCIS.

The next bill on the Private Calendar was the bill (S. 2468) granting an increase of pension to Horatio N. Francis.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Horatio N. Francis, late of Company A, First Regiment Maine Volunteer Light Artillery, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

ORRA H. HEATH.

The next business on the Private Calendar was the bill (H. R. 671) granting an increase of pension to Orra H. Heath.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Orra H. Heath, late of Company F, Fifteenth Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JACOB GOLDEN.

The next business on the Private Calendar was the bill (H. R. 3260) granting a pension to Jacob Golden.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jacob Golden, late of Company K, Fifteenth Regiment Missouri Volunteer Cavalry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

ROBERT MILLER.

The next business on the Private Calendar was the bill (H. R. 699) granting an increase of pension to Robert Miller.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Robert Miller, late sergeant of Company B, First Regiment Maryland Volunteer Infantry, and pay him a pension at the rate of \$50 per month.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6 strike out the word "sergeant."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

In the same line, after the word "month," insert the following: "in lieu of that he is now receiving."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

DAVIS B. SALTS.

The next business on the Private Calendar was the bill (H. R. 3032) granting a pension to David B. Salts.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of David B. Salts, late of Company E, First Tennessee Volunteer Light Artillery, and pay him a pension at the rate of \$20 per month.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6 strike out the word "David" and insert in lieu thereof the word "Davis"

In line 8 strike out the word "twenty" and insert in lieu thereof the word "twelve."

Amend title so as to read: "A bill granting a pension to Davis B. Salts."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHARLES F. MERRILL.

The next business on the Private Calendar was the bill (H. R. 11375) granting a pension to Charles F. Merrill.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles F. Merrill, unassigned, Fourteenth Regiment Maine Volunteer Infantry, and pay him a pension at the rate of \$30 per month.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6, before the word "unassigned," insert the words "late an."

In same line, before the word "Fourteenth," insert the word "private."

In line 8 strike out the word "thirty" and insert in lieu thereof the words "twenty-four."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

FRANK J. CLARK.

The next business on the Private Calendar was the bill (S. 1641) granting an increase of pension to Frank J. Clark.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Frank J. Clark, late of Company D, Fourteenth Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

MARY E. SINGLEY.

The next business on the Private Calendar was the bill (H. R. 10411) granting an increase of pension to Mrs. I. M. Singley.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mrs. I. M. Singley, widow of Ino M. Singley, late of Company K, Forty-ninth Regiment Pennsylvania Volunteers, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving for herself and her helpless son.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all of lines 6, 7, 8, 9, and 10 and insert in lieu thereof the following: "of Mary E. Singley, widow of John M. Singley, late of Company K, Forty-ninth Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving: *Provided, however,* That in the case of the death of the helpless child, Robert H. O. Singley, on whose account the pension of Mary E. Singley is increased, the pension of said Mary E. Singley shall continue only at the rate of \$8 per month from and after the date of death of said helpless child."

Amend the title so as to read: "A bill granting an increase of pension to Mary E. Singley."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ANDREW Y. TRANSUE.

The next business on the Private Calendar was the bill (H. R. 9621) granting an increase of pension to Andrew Y. Transue.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Andrew Y. Transue, late of Company G, Third Pennsylvania Heavy Artillery, and pay him a pension of \$30 a month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6, after the word "Third," insert the word "Regiment."

In line 7, before the word "Heavy," insert the word "Volunteer."

In the same line, after the word "pension," insert the words "at the rate."
In the same line strike out the word "thirty" and insert in lieu thereof the word "seventeen."
In line 8 strike out the word "a" and insert in lieu thereof the word "per."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM R. ARMSTRONG.

The next business on the Private Calendar was the bill (H. R. 10141) granting an increase of pension to William R. Armstrong.
The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William R. Armstrong, late of Company F, Tenth Regiment Michigan Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

MARY E. STOCKINGS.

The next business on the Private Calendar was the bill (H. R. 10957) granting an increase of pension to Mary E. Stockings.
The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary E. Stockings, widow of Robert Q. Stockings, late of Company K, Forty-seventh Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$24 per month in lieu of that she is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 8 strike out the word "twenty-four" and insert in lieu thereof the word "twelve."

Amend the title so as to read: "A bill granting an increase of pension to Mary E. Stockings."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN S. CAMPBELL.

The next business on the Private Calendar was the bill (H. R. 11125) granting an increase of pension to John S. Campbell.
The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John S. Campbell, late of Company G, Twelfth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$12 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

BENJAMIN CONTAL.

The next business on the Private Calendar was the bill (H. R. 5101) granting a pension to Benjamin Contal.
The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Benjamin Contal, and to pay the said Benjamin Contal a pension of \$50 per month from the date of the passage of this act.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all of lines 6, 7, and 8 and insert in lieu thereof the following: "of Benjamin Contal, late of Company K, Sixth Regiment United States Infantry, and captain of Company F, Ninth Regiment Iowa Volunteer Cavalry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Benjamin Contal."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ENOS G. BUDD.

The next business on the Private Calendar was the bill (H. R. 5254) granting an increase of pension to Enos G. Budd.
The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Enos G. Budd, late first lieutenant of Company C, Fifteenth Regiment New Jersey Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Enos G. Budd, late of Company F, Fifteenth Regiment New Jersey Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM C. HOLCOMB.

The next business on the Private Calendar was the bill (H. R. 6037) granting an increase of pension to William C. Holcomb.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William C. Holcomb, late of Company E, Fifth Regiment Virginia Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 7, before the word "Virginia," insert the word "West."

In line 8 strike out the word "twenty" and insert in lieu thereof the word "seventeen."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARGARET HENDRY.

The next business on the Private Calendar was the bill (H. R. 7250) granting an increase of pension to Margaret Hendry.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Margaret Hendry, widow of James Hendry, late of Company F, First Regiment Kentucky Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twelve."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

DOROTHY S. WHITE.

The next business on the Private Calendar was the bill (H. R. 2241) granting an increase of pension to Dorothy S. White.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Dorothy S. White, widow of Samuel H. White, second lieutenant Company G, One hundred and forty-fourth Regiment Ohio Volunteer Infantry, and pay her a pension of \$40 per month in lieu of that she is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, before the word "second," insert the word "late."

In line 8, after the word "pension," insert the words "at the rate."

In same line strike out the word "forty" and insert in lieu thereof the word "fifteen."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHRISTIANA STEIGER.

The next business on the Private Calendar was the bill (H. R. 2919) granting a pension to Christiana Steiger.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Christiana Steiger, widow of John Steiger, late of Company B, First Regiment Michigan Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The amendments recommended by the committee were read as follows:

In lines 6 and 7 strike out the word "Company" and insert in lieu thereof the word "Battery."

In line 7 strike out the word "Infantry" and insert in lieu thereof the words "Light Artillery."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM BERRY.

The next business on the Private Calendar was the bill (H. R. 4116) for the relief of William Berry.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the pension of William Berry, late of Company H, Twelfth Missouri State Militia Cavalry, to \$25 per month, and that the same be paid in lieu of the amount now allowed by law.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William Berry, late of Company H, Twelfth Regiment Missouri State Militia Volunteer Cavalry, and pay him a pension at the rate of \$16 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to William Berry."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ISAAC H. CRIM.

The next business on the Private Calendar was the bill (H. R. 2545) granting an increase of pension to Isaac H. Crim.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Isaac H. Crim, late of Company C, Fourteenth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN W. GREGG.

The next business on the Private Calendar was the bill (S. 2440) granting an increase of pension to John W. Gregg.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John W. Gregg, late of Company D, Twelfth Regiment Illinois Infantry, and captain Company K, Fifty-eighth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

HELEN V. RORER.

The next business on the Private Calendar was the bill (H. R. 1938) granting an increase of pension to Helen V. Rorer.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Helen V. Rorer, widow of Jonathan T. Rorer, deceased, late captain of Company I of the One hundred and thirty-eighth Regiment of Pennsylvania Volunteer Infantry, and pay her a pension of \$20 per month in lieu of that she is now receiving, so long as she continues the widow of said Jonathan T. Rorer.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Helen V. Rorer, widow of Jonathan T. Rorer, late captain Company I, One hundred and thirty-eighth Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JAMES E. BATES.

The next business on the Private Calendar was the bill (H. R. 1090) granting a pension to James E. Bates.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James E. Bates, late of Company C, Thirty-eighth Regiment Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

LEVI H. WINSLOW.

The next business on the Private Calendar was the bill (H. R. 1714) granting an increase of pension to Levi H. Winslow.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Levi H. Winslow, late of Company A, Twelfth Regiment Maine Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

THOMAS FINDLEY.

The next business on the Private Calendar was the bill (H. R. 2981) granting an increase of pension to Thomas Findley.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas Findley, late of Company K, Twenty-first Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOSEPHINE M. DUSTIN.

The next business on the Private Calendar was the bill (H. R. 6466) granting a pension to Josephine M. Dustin.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Josephine M. Dustin, widow of Miles G. Dustin, late of Company E, Sixteenth Regiment Wisconsin Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

ABRAHAM N. BRADFIELD.

The next business on the Private Calendar was the bill (H. R. 11381) granting an increase of pension to Abraham N. Bradfield.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Abraham N. Bradfield, late a member of Company I, Tenth Iowa Infantry, and to pay the said Abraham N. Bradfield a pension of \$30 per month in lieu of the pension he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, 8, and 9 and insert in lieu thereof the following: "of Abraham N. Bradfield, late of Company I, Tenth Regiment Iowa Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

RICHARD C. SMITH.

The next business on the Private Calendar was the bill (H. R. 669) granting an increase of pension to Richard C. Smith.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Richard C. Smith, late of Company H, Thirty-ninth Regiment Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ROBERT M. McCULLOUGH.

The next business on the Private Calendar was the bill (H. R. 283) granting an increase of pension to Robert M. McCullough.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Robert M. McCullough, late of Company B, Third Regiment Pennsylvania Volunteer Cavalry, and pay him a pension at the rate of \$50 per month in lieu of that which he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the word "McCullough" and insert in lieu thereof the word "McCullough."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

In same line strike out the word "which." Amend the title so as to read: "A bill granting an increase of pension to Robert M. McCullough."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARY SCOTT.

The next business on the Private Calendar was the bill (H. R. 11124) granting an increase of pension to Mary Scott.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary Scott, widow of Daniel L. Scott, late of the Eightieth Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$12 per month in lieu of that she is now receiving.

The amendment recommended by the committee was read, as follows:

In line 6, after the word "late," insert the words "an unassigned private."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

NATHAN W. SNEE.

The next business on the Private Calendar was the bill (H. R. 4176) to increase the pension of Nathan W. Snee.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place the name of Nathan W. Snee, late a member of Company I, Seventy-sixth Regiment of Illinois Volunteer Infantry, upon the pension roll, and pay him a pension at the rate of \$50 per month in lieu of the pension which he is now receiving.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Nathan W. Snee, late of Company I, Seventy-sixth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Nathan W. Snee."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN W. MEADE.

The next business on the Private Calendar was the bill (H. R. 10906) granting a pension to John W. Meade.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John W. Meade, late of Company A, Fourth Battalion District of Columbia Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

WILLIAM H. DIXON.

The next business on the Private Calendar was the bill (H. R. 5110) granting an increase of pension to William H. Dixon.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William H. Dixon, late of the Fifty-first Massachusetts Volunteers, and pay him a pension at the rate of \$50 per month in lieu of the pension he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, and 8 and insert in lieu thereof the following: "William H. Dixon, late of Company G, Fifty-first Regiment Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ADA L. M'FARLAND.

The next business on the Private Calendar was the bill (H. R. 4089) granting a pension to Ada L. McFarland.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ada L. McFarland, widow of Solomon F. McFarland, late assistant surgeon, Eighty-third Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$35 per month.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty-five" and insert in lieu thereof the word "seventeen."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

PHILIP ATWOOD.

The next business on the Private Calendar was the bill (H. R. 7529) granting an increase of pension to Philip Atwood.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Philip Atwood, late of Company G, Tenth Regiment Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

FRANCES E. STEBBINS.

The next business on the Private Calendar was the bill (S. 718) granting a pension to Frances E. Stebbins.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Frances E. Stebbins, widow of De Wayne Stebbins, late acting master, United States Navy, and pay her a pension at the rate of \$30 per month.

The bill was laid aside to be reported to the House with a favorable recommendation.

ALVIN J. HARTZELL.

The next bill on the Private Calendar was the bill (H. R. 5190) granting an increase of pension to Alvin J. Hartzell.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Alvin J. Hartzell, late of Company K, One hundred and twenty-eighth Regiment, and Company I, Forty-seventh Regiment, both of Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 7, 8, 9, and 10 and insert in lieu thereof the following: "Twenty-eighth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

THOMAS HOLLOWAY.

The next business on the Private Calendar was the bill (H. R. 11895) granting a pension to Thomas Holloway.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas Holloway, late of Company K, Twentieth Regiment Pennsylvania Emergency Militia Volunteers, and pay him a pension at the rate of \$12 per month.

The amendment recommended by the committee was read, as follows:

In line 7 strike out the word "Volunteers" and insert in lieu thereof the word "Volunteer."

The committee amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ALMOND DELAMATER.

The next business on the Private Calendar was the bill (H. R. 7683) granting an increase of pension to Almond Delamater.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Almond Delamater, late of Company I, One hundred and fiftieth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty-six."

Mr. KLEBERG. Mr. Chairman, I move to amend the amendment by striking out the word "thirty-six" and inserting the word "forty-five." This has the indorsement of the committee.

The amendment to the amendment was agreed to.

The committee amendment as amended was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ELVIN A. ESTY.

The next business on the Private Calendar was the bill (H. R. 10396) granting an increase of pension to Elvin Esty.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elvin Esty, late of Company C, Fourth Regiment Wisconsin Volunteer Cavalry, and pay him a pension of \$30 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "Elvin," insert the letter "A."

In line 7, after the word "pension," insert the words "at the rate."

Amend the title so as to read: "A bill granting an increase of pension to Elvin A. Esty."

The amendments reported by the committee were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARY A. VAN WORMER.

The next business on the Private Calendar was the bill (S. 3553) granting an increase of pension to Mary A. Van Wormer.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary A. Van Wormer, widow of Aaron Van Wormer, late of Company A, Tenth Regiment Missouri Volunteer Cavalry, and pay her a pension of \$12 per month in lieu of that she is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

CHARLES E. PETTIS.

The next business on the Private Calendar was the bill (H. R. 11327) granting an increase of pension to Charles E. Pettis.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles E. Pettis, late first lieutenant Company C, Twenty-first Regiment Pennsylvania Cavalry Volunteers, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the words "first lieutenant" and insert in lieu thereof the word "of."

In same line strike out the letter "C" and insert in lieu thereof the letter "E."

In line 7 strike out the word "Volunteers."

In same line, before the word "Cavalry," insert the word "Volunteer."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "forty."

The amendments recommended by the committee were agreed to. The bill was laid aside to be reported to the House with a favorable recommendation.

GEORGE M. EMERY.

The next business on the Private Calendar was the bill (S. 3403) granting an increase of pension to George M. Emery.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of George M. Emery, late of Company D, First Regiment Pennsylvania Reserve Volunteer Cavalry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

ELIAS M. HAIGHT.

The next business on the Private Calendar was the bill (H. R. 10924) granting an increase of pension to Elias M. Haight.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elias M. Haight, late of Company I, Eighteenth Regiment Wisconsin Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

ABLE WOODS.

The next business on the Private Calendar was the bill (H. R. 11790) granting an increase of pension to Able Woods.

The Clerk read the bill, as follows:

Be it enacted, etc., That the pension of Able Woods, a private in Company E, Tenth Regiment of Indiana Cavalry (One hundred and twenty-fifth Infantry) Volunteers, be increased from \$8 per month to \$12 per month.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Able Woods, late of Company E, Tenth Regiment Indiana Volunteer Cavalry, and pay him a pension at the rate of \$12 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

SIMEON PARTRIDGE.

The next business on the Private Calendar was the bill (S. 3258) granting a pension to Simeon Partridge.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Simeon Partridge, late of Company B, Second Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

MARY A. ANDRESS.

The next business on the Private Calendar was the bill (H. R. 9494) granting a pension to Mary A. Andress.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary A. Andress, widow of Philip Andress, late of Company F, Eleventh Pennsylvania Volunteer Cavalry (war of the rebellion), and pay her a pension at the rate of \$24 per month in lieu of that she is now receiving: *Provided, however,* That in the case of the death of the helpless child, Lula Belle Andress, on whose account the pension of Mary A. Andress is increased, the pension of said Mary A. Andress shall continue only at the rate of \$12 per month from and after the date of the death of said helpless child, Lula Belle Andress.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 7, before the word "Pennsylvania," insert the word "Regiment."

In same line strike out the words "war of."

In line 8 strike out the words "the rebellion."

In line 15 strike out the words "Lula Belle Andress."

Amend the title so as to read: "A bill granting an increase of pension to Mary A. Andress."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN WATTS.

The next business on the Private Calendar was the bill (H. R. 8349) granting a pension to John Watts.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Watts, son of Little B. Watts, deceased, late of Company G, First Regiment Alabama and Tennessee Independent Vidette Volunteer Cavalry, and pay him a pension at the rate of \$12 per month.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all of lines 6, 7, 8, and 9 and insert the following: "of John Watts, the dependent and helpless son of Little B. Watts, late of Company G, First Regiment Alabama and Tennessee Vidette Volunteer Cavalry, and pay him a pension at the rate of \$12 per month."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOSEPH W. BURCH.

The next business on the Private Calendar was the bill (S. 577) granting an increase of pension to Joseph W. Burch.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Joseph W. Burch, late major Forty-fourth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

LOUISA WHITE.

The next business on the Private Calendar was the bill (H. R. 7397) granting a pension to Louisa White.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Louisa White, the dependent and helpless daughter of Giles E. White, late of Company A, Sixty-eighth Regiment Indiana Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

LEATH GILLILAND.

The next business on the Private Calendar was the bill (H. R. 7076) granting a pension to the widow of Andrew J. Gilliland.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Mrs. Andrew J. Gilliland, widow of Andrew J. Gilliland, a veteran soldier of the United States Army in the civil war, and pay her a pension of \$30 per month from January 1, 1870.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following: "That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Leath Gilliland, widow of Andrew J. Gilliland, late of Company I, One hundred and fifteenth Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$12 per month and \$2 per month additional on account of her minor child, George M. Gilliland, in lieu of that she is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Leath Gilliland."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARIE J. SMYTH.

The next business on the Private Calendar was the bill (S. 2732) granting an increase of pension to Marie J. Smyth.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Marie J. Smyth, widow of Thomas S. Smyth, late acting ensign, United States Navy, and pay her a pension at the rate of \$15 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ADRIAN M. SNYDER.

The next business on the Private Calendar was the bill (H. R. 2598) granting an increase of pension to Adrian M. Snyder.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Adrian M. Snyder, late of Company A, Twenty-third Regiment Kentucky Volunteer Infantry, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving, the same to be paid to him under the rules of the Pension Bureau as to mode and times of payment.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 8 strike out the word "seventy-two" and insert in lieu thereof the word "thirty."

In line 9 strike out all after the word "receiving," and all of line 10. Amend the title so as to read: "A bill granting an increase of pension to Adrian M. Snyder."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

SUSAN WARNER.

The next business on the Private Calendar was the bill (H. R. 10840) granting a pension to Susan Evans Warner.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Susan Evans Warner, the former widow of Evan Evans, late of Company G, Fifty-seventh Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6 strike out the word "Evans."

In same line, after the word "Warner," insert the words "the former."

In line 7 strike out the letter "G" and insert in lieu thereof the letter "I."

Amend the title so as to read: "A bill granting a pension to Susan Warner."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHARLES R. BRIDGMAN.

The next business on the Private Calendar was the bill (S. 1195) granting an increase of pension to Charles R. Bridgman.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles R. Bridgman, late second lieutenant Company E, Thirty-first Regiment Wisconsin Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ARCHER BARTLETT.

The next business on the Private Calendar was the bill (H. R. 10773) granting a pension to Archer Bartlett.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Archer Bartlett, late quartermaster-sergeant of Company K, First Missouri Cavalry, and pay him a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the words "quartermaster-sergeant."

In line 7 insert after the word "First" the word "Regiment."

In same line, before the word "Cavalry," insert the word "Volunteer."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN W. BURNHAM.

The next business on the Private Calendar was the bill (S. 2422) granting an increase of pension to John W. Burnham.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John W. Burnham, late of Company C, Tenth Regiment Minnesota Volunteer Infantry, and first lieutenant Company H, One hundred and twenty-fifth Regiment United States Colored Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MARTHA R. OSBOURN.

The next business on the Private Calendar was the bill (S. 2802) granting a pension to Martha R. Osbourn.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Martha R. Osbourn, widow of Francis A. Osbourn, late of Company I, Twentieth Regiment Indiana Volunteer Infantry, and first lieutenant Company H, Sixteenth Regiment Veteran Reserve Corps, and pay her a pension at the rate of \$17 per month and \$2 per month additional on account of each of the minor children of the said Francis A. Osbourn until they reach the age of 16 years.

The bill was ordered to be laid aside with a favorable recommendation.

ALEXANDER BEACHBOARD.

The next business on the Private Calendar was the bill (S. 502) granting a pension to Alexander Beachboard.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Alexander Beachboard, late of Company B, Second Regiment North Carolina Volunteer Mounted Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

MARTIN ESSEX.

The next business on the Private Calendar was the bill (H. R. 750) granting a pension to Martin Essex.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Martin Essex, late of Company K, Seventy-seventh Ohio Volunteer Infantry, and pay him a pension at the rate of — dollars per month.

The amendments recommended by the committee were read, as follows:

In line 6, before the word "Ohio," insert the word "Regiment."

In line 8, before the word "dollars," insert the word "seventeen."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

SIDNEY LELAND.

The next business on the Private Calendar was the bill (S. 2013) granting an increase of pension to Sidney Leland.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Sidney Leland, late of Company G, First Regiment Michigan Volunteer Light Artillery, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "seventy" and insert in lieu thereof the word "thirty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN E. WHITE.

The next business on the Private Calendar was the bill (H. R. 1706) granting an increase of pension to John E. White.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John E. White, late of Company K, First Regiment New Hampshire Volunteer Heavy Artillery, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CYNTHIA A. M'KENNY.

The next business on the Private Calendar was the bill (S. 1467) granting an increase of pension to Cynthia A. McKenny.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Cynthia A. McKenny, widow of Thomas I. McKenny, late major and aid-de-camp of volunteers and brevet brigadier-general United States Volunteers, and pay her a pension at the rate of \$35 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

REMEMBRANCE J. WILLIAMS.

The next business on the Private Calendar was the bill (H. R. 6727) granting an increase of pension to Remembrance J. Williams.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Remembrance J. Williams, late of Company C, Sixth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the letter "C" and insert in lieu thereof the letter "D."
In line 8 strike out the word "seventy-two" and insert in lieu thereof the word "forty."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

HIRAM H. KINGSBURY.

The next business on the Private Calendar was the bill (S. 469) granting an increase of pension to Hiram H. Kingsbury.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Hiram H. Kingsbury, late of Company D, Eighth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

GEORGE W. PARKER.

The next business on the Private Calendar was the bill (H. R. 4943) granting an increase of pension to George W. Parker.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of George W. Parker, late major Seventy-ninth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "forty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

FRANKLIN B. DELANY.

The next business on the Private Calendar was the bill (S. 2930) granting an increase of pension to Franklin B. Delany.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Franklin B. Delany, late of Company I, Thirty-fourth Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

CHARLES MASCHMEYER.

The next business on the Private Calendar was the bill (H. R. 4118) for the relief of Charles Maschmeyer.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior is hereby authorized and directed to place the name of Charles Maschmeyer on the pension roll at the rate of \$12 per month for loss of hearing incurred in line of duty while in the service of the United States with guns in the battle of Pilot Knob on the 27th day of September, 1864.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles Maschmeyer, late of Captain Schaub's company Provisional Enrolled Missouri Militia, and pay him a pension at the rate of \$12 per month."

Amend title so as to read: "A bill granting a pension to Charles Maschmeyer."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

THOMAS J. STOWERS.

The next business on the Private Calendar was the bill (S. 1135) granting an increase of pension to Thomas J. Stowers.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas J. Stowers, late of Company D, One hundred and ninety-ninth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

FRIEDRICH WEIMAR.

The next business on the Private Calendar was the bill (H. R. 6172) granting an increase of pension to Frederick Weimar.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place upon the pension roll, subject to the provisions and limitations of the pension laws, the name of Frederick Weimar, late of Company H, Second Regiment Wisconsin Volunteer Cavalry, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 4 strike out the word "upon" and insert in lieu thereof the word "on."

In line 6 strike out the word "Frederick" and insert in lieu thereof the word "Friedrich."

In line 8 strike out the word "seventy-two" and insert in lieu thereof the word "fifty."

Amend the title so as to read: "A bill granting an increase of pension to Friedrich Weimar."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ELLA BAILEY.

The next business on the Private Calendar was the bill (S. 1933) granting a pension to Ella Bailey.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ella Bailey, helpless and dependent daughter of Joseph Bailey, late captain, Fourth Regiment Wisconsin Volunteer Infantry, and brevet brigadier-general, United States Volunteers, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

WILLIAMANNA E. LYNDE.

The next business on the Private Calendar was the bill (S. 1748) granting an increase of pension to Williamanna E. Lynde.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Williamanna E. Lynde, widow of Frederick M. Lynde, late captain, First Regiment United States Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

MAGGIE HELMBOLD.

The next business on the Private Calendar was the bill (H. R. 8651) granting a pension to Maggie Helmbold.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Maggie Helmbold, widow of John W. Helmbold, late of Company E, Two hundred and thirteenth Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$8 per month.

The amendments recommended by the committee were read, as follows:

Add to the end of the bill the words: "and \$2 per month additional on account of the minor child until it shall reach the age of 16 years."

In line 8, after the word "Infantry," insert "and Company D, One hundred and ninety-second Regiment Pennsylvania Volunteer Infantry."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHRISTIANN LEACH.

The next business on the Private Calendar was the bill (H. R. 7704) granting an increase of pension to Christianna Leach.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Christianna Leach, widow of Parker W. Leach, late of Company E, Eleventh Regiment Maine Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The amendments recommended by the committee were read, as follows:

Strike out all of line 7 and insert in lieu thereof the following:

"The Twenty-eighth Company, Second Battalion Veteran Reserve Corps." In line 8 strike out the word "thirty" and insert in lieu thereof the word "seventeen."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

GILBERT P. HOWE.

The next business on the Private Calendar was the bill (S. 3284) granting a pension to Gilbert P. Howe.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Gilbert P. Howe, late unassigned Maine Volunteer Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

PETER POUTNEY.

The next business on the Private Calendar was the bill (H. R. 5888) granting an increase of pension to Peter Pontney.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, at the rate of \$50 per month, the name of Peter Pontney, late of Company E, Eighth Regiment Michigan Infantry, and pay him such pension on and after the passage of this act.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Peter Pontney, late of Company E, Eighth Regiment Michigan Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend title so as to read: "A bill granting an increase of pension to Peter Pontney."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

SYBIL F. HALL.

The next business on the Private Calendar was the bill (S. 2394) granting an increase of pension to Sybil F. Hall.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions

and limitations of the pension laws, the name of Sybil F. Hall, widow of Edwin G. Hall, late of Company H, One hundred and fifty-second Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$12 per month in lieu of that she is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

CHARLES S. WILSON.

The next business on the Private Calendar was the bill (H. R. 7847) granting an increase of pension to Charles S. Wilson.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charles S. Wilson, late of Company K, Forty-second Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARGARET SCANLON.

The next business on the Private Calendar was the bill (H. R. 7710) granting a pension to Margaret Scanlon.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Margaret Scanlon, widow of the late Thomas Scanlon, private in Company B, Kansas City Station Guards, Missouri Infantry, and pay her a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the words "the late."

In same line strike out the word "private" and insert in lieu thereof the word "late."

In line 7 strike out the word "in" and insert in lieu thereof the word "of."

In same line, after the word "Missouri," insert the word "Volunteer."

In line 8 strike out the word "twelve" and insert in lieu thereof the word "eight."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

LUCY W. SMITH.

The next business on the Private Calendar was the bill (S. 2692) granting an increase of pension to Lucy W. Smith.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lucy W. Smith, widow of Thomas C. H. Smith, late colonel First Regiment Ohio Volunteer Cavalry, and brigadier-general, United States Volunteers, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

ELIZABETH K. PRESCOTT.

The next business on the Private Calendar was the bill (S. 3257) granting an increase of pension to Elizabeth K. Prescott.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elizabeth K. Prescott, widow of William H. Prescott, late captain Company K, Second Regiment New Hampshire Volunteer Infantry, and of Sixteenth Regiment United States Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

LONSON R. BURR.

The next business on the Private Calendar was the bill (H. R. 4129) granting an increase of pension to Lonson R. Burr.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lonson R. Burr, late of Company G, Twelfth Regiment Michigan Veteran Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the word "Veteran."

In line 8 strike out the word "twenty" and insert in lieu thereof the word "twenty-four."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

SARAH VANDEMARK.

The next business on the Private Calendar was the bill (H. R. 8562) granting an increase of pension to Sarah Vandemark.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions

and limitations of the pension laws, the name of Sarah Vandemark, dependent mother of Albert P. Ciples, late a private of Company I, One hundred and ninth Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "Sarah," insert the words "Ciples, now."

In line 7 strike out the words "a private."

Amend the title so as to read: "A bill granting an increase of pension to Sarah Ciples, now Vandemark."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ALEXANDER SCOTT.

The next business on the Private Calendar was the bill (H. R. 10361) granting an increase of pension to Alexander Scott.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, at the rate of \$30 per month, the name of Alexander Scott, late private, Sixth Ohio Independent Battery Volunteer Artillery, the same to be subject to all the conditions and provisions of the pension laws and in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Alexander Scott, late of the Sixth Independent Battery, Ohio Volunteer Light Artillery, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JOSEPH A. NUNEZ.

The next business on the Private Calendar was the bill (S. 3097) granting an increase of pension to Joseph A. Nunez.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Joseph A. Nunez, late major and additional paymaster, United States Volunteers, and pay him a pension at the rate of \$25 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

LORENZO WEEKS.

The next business on the Private Calendar was the bill (H. R. 3238) granting an increase of pension to Lorenzo Weeks.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lorenzo Weeks, late of Company I, Seventy-ninth Regiment Pennsylvania Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6, after the word "Seventy-ninth," insert the word "Regiment."

In line 7 strike out the word "Regiment" and insert in lieu thereof the words "Volunteer Infantry."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN McGRATH.

The next business on the Private Calendar was the bill (S. 2100) granting an increase of pension to John McGrath.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John McGrath, late of Company E, One hundred and fortieth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$25 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ALBERT S. WHITTIER.

The next business on the Private Calendar was the bill (H. R. 1190) granting an increase of pension to Albert S. Whittier.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Albert S. Whittier, late of Company L, Fourth Regiment Massachusetts Volunteer Heavy Artillery, and pay him a pension at the rate of \$72 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 8 strike out the word "seventy-two" and insert in lieu thereof the word "thirty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ABBY CLARK M'NETT.

The next business on the Private Calendar was the bill (S. 1139) granting a pension to Abby Clark McNett.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Abby Clark McNett, widow of Andrew J. McNett, late lieutenant-colonel One hundred and forty-first Regiment New York Volunteer Infantry, and colonel, United States Army, retired, and pay her a pension at the rate of \$30 per month.

The bill was ordered to be laid aside with a favorable recommendation.

SARA B. ANDREWS.

The next business on the Private Calendar was the bill (S. 8) granting a pension to Sara B. Andrews.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Sara B. Andrews, widow of George L. Andrews, late colonel Second Regiment Massachusetts Volunteer Infantry and brigadier-general, United States Volunteers, and pay her a pension at the rate of \$30 per month.

The bill was ordered to be laid aside with a favorable recommendation.

ALICE DE K. SHATTUCK.

The next business on the Private Calendar was the bill (S. 3054) granting an increase of pension to Alice De K. Shattuck.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Alice De K. Shattuck, widow of Lucius H. Shattuck, late hospital steward, United States Army, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ELIZABETH P. SIGFRIED.

The next business on the Private Calendar was the bill (H. R. 5217) granting an increase of pension to Elizabeth P. Sigfried.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elizabeth P. Sigfried, widow of Joshua K. Sigfried, late brigadier-general of First Brigade, Fourth Division, Ninth Army Corps Volunteers, and pay her a pension at the rate of \$50 per month in lieu of that she is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all of line 7 and insert in lieu thereof the following: "colonel Forty-eighth Regiment Pennsylvania Volunteer Infantry."

In line 8 strike out the words "Army Corps Volunteers."

In line 9 strike out the word "fifty" and insert in lieu thereof the word "twenty-five."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM H. MACKEY.

The next business on the Private Calendar was the bill (H. R. 5327) granting an increase of pension to William H. Mackey.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William H. Mackey, late of Company D, One hundred and twenty-eighth New York Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7, before the words "New York," insert the word "Regiment."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ELIZABETH A. SHAW.

The next business on the Private Calendar was the bill (S. 2947) granting an increase of pension to Elizabeth A. Shaw.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Elizabeth A. Shaw, widow of Benjamin C. Shaw, late major Seventh Regiment Indiana Volunteer Infantry and lieutenant-colonel Sixty-eighth Regiment Indiana Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

EMILY J. TALLMAN.

The next business on the Private Calendar was the bill (H. R. 11011) granting an increase of pension to Emily J. Tallman.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Emily J. Tallman, widow of Charles C. Tallman, late of Company B, Eighteenth Regiment New Hampshire Volunteer Infantry, and pay her a pension at the rate of \$24 per month in lieu of that she is now receiving: *Provided, however,* That in the case of the death of the helpless son, William C. Tallman, on whose account the pension of Emily J. Tallman is increased, the pension of said Emily J. Tallman shall continue only at the rate of \$12 per month from and after the death of said helpless son.

The bill was ordered to be laid aside with a favorable recommendation.

ANNIE M'ELHENNEY.

The next business on the Private Calendar was the bill (S. 3329) granting an increase of pension to Annie McElheney.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Annie McElheney, widow of William McElheney, late of Company C, Forty-second Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$24 per month in lieu of that she is now receiving: *Provided,* That in the event of the death of Mary T. McElheney, helpless and dependent daughter of said William McElheney, the additional pension herein granted shall cease and determine.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 10, 11, and 12 and insert in lieu thereof the following: "*Provided,* That in case of the death of the helpless child, Mary T. McElheney, on whose account the pension of Annie McElheney is increased, the pension of said Annie McElheney shall continue only at the rate of \$12 per month from and after the date of death of said helpless child."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN A. HAZELTON.

The next business on the Private Calendar was the bill (S. 2867) granting an increase of pension to John A. Hazelton.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John A. Hazelton, late of Company K, Fifteenth Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES B. HARRIS.

The next business on the Private Calendar was the bill (H. R. 2417) granting a pension to James B. Harris, of Montoursville, Lyscoming County, Pa.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the act of June 27, 1890, the name of James B. Harris, Company K, Twenty-eighth Regiment Emergency Militia.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following: "That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James B. Harris, late of Company K, Twenty-eighth Regiment Pennsylvania Volunteer Emergency Militia, and pay him a pension at the rate of \$20 per month."

Amend the title so as to read: "A bill granting a pension to James B. Harris."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

LA MYRA V. KENDIG.

The next business on the Private Calendar was the bill (H. R. 1278) granting an increase of pension to La Myra V. Kendig.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of La Myra V. Kendig, widow of Harry S. Kendig, late of Company A, One hundred and sixty-fourth Regiment Ohio Volunteer Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving.

The amendment recommended by the committee was read, as follows:

In line 9 strike out the word "twenty" and insert in lieu thereof the word "twelve."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

FRANKLIN TAYLOR.

The next business on the Private Calendar was the bill (S. 2049) granting an increase of pension to Franklin Taylor.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions

and limitations of the pension laws, the name of Franklin Taylor, late of Company H, Sixteenth Regiment Connecticut Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ROBERT E. STEPHENS.

The next business on the Private Calendar was the bill (H. R. 6805) granting an increase of pension to Robert E. Stevens.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the pension of Robert E. Stevens, late a member of Company K, of the Sixth Indiana Volunteer Cavalry, and pay him a pension of \$50 per month in lieu of the pension now received.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Robert E. Stephens, late of Company K, Sixth Regiment Indiana Volunteer Cavalry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Robert E. Stephens."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MICHAEL SAMELSBERGER.

The next business on the Private Calendar was the bill (S. 1626) granting an increase of pension to Michael Samelsberger.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Michael Samelsberger, late of Company A, Forty-fifth Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

HENRY E. DE MARSE.

The next business on the Private Calendar was the bill (H. R. 4053) granting an increase of pension to Henry E. De Marse.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Henry E. De Marse, late of Company L, Eighteenth New York Volunteer Cavalry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "Eighteenth," insert the word "Regiment."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "twenty-four."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

MICHAEL HAYES.

Mr. LAMB. Mr. Chairman, I ask unanimous consent to turn back and take up the bill (H. R. 6847, Calendar No., 386) to correct the military record of Michael Hayes, which bill was overlooked under a misapprehension, or left on Calendar by mistake. If members will turn to the special order they will find that bills to remove charges of desertion are included under the order of December 2, 1901, and this case of Michael Hayes should have been taken up in order this morning.

The CHAIRMAN. The Clerk informs the Chair that that bill has already been disposed of.

Mr. LAMB. I was under the impression myself that it had, until I saw it on the Calendar.

The CHAIRMAN. The Chair suggests that the gentleman withhold his request until the matter is examined.

Mr. LAMB. I thank the Chair.

JOSEPH M. CLOUGH.

The next business on the Private Calendar was the bill (S. 3322) granting an increase of pension to Joseph M. Clough.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Joseph M. Clough, late lieutenant-colonel Eighteenth Regiment New Hampshire Volunteer Infantry and brevet brigadier-general, United States Volunteers, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

ANN DEMONBRUN.

The next business on the Private Calendar was the bill (S. 462) granting an increase of pension to Ann Demonbrun.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ann Demonbrun, widow

of Francis M. Demonbrun, late of Company D, Second Regiment Kentucky Volunteer Cavalry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving: *Provided*, That in the event of the death of Sallie Demonbrun, helpless and dependent daughter of said Francis M. Demonbrun, the additional pension herein granted shall cease and determine.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 10, 11, and 12 and insert in lieu thereof the following: "in the case of the death of the helpless child, Sallie Demonbrun, on whose account the pension of Ann Demonbrun is increased, the pension of said Ann Demonbrun shall continue only at the rate of \$8 per month from and after the date of death of said helpless child."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

STEPHEN A. TOOPS.

The next business on the Private Calendar was the bill (S. 1256) to remove the charge of desertion from the military record of Stephen A. Toops.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of War be, and he is hereby, authorized and directed to remove the charge of desertion now standing on the records against Stephen A. Toops, late private of Company D, Second Regiment of Missouri State Militia Cavalry Volunteers, who absented himself without proper authority July 30, 1862, and so remained until September 19, 1862, when he enlisted in Company C, in the Seventh Regiment Missouri Volunteer Cavalry, served faithfully, and was honorably discharged June 13, 1865.

The bill was ordered to be laid aside with a favorable recommendation.

REINHARD SCHNEIDER.

The next business on the Private Calendar was the bill (H. R. 9870) to correct the military record of Reinhard Schneider.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of War is hereby authorized and directed to correct the military record of Reinhard Schneider, late a private in the Seventy-ninth Regiment of New York Infantry Volunteers, and issue to him an honorable discharge from said regiment in the name of Reinhard Schneider.

The amendment recommended by the committee was read, as follows:

Provided, That no pay, bounty, or allowances shall become due or payable by reason of the passage of this act.

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHRISTOPHER S. STEPHENS.

The next business on the Private Calendar was the bill (H. R. 12130) granting a pension to Christopher S. Stevens.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place the name of Christopher S. Stevens, a veteran of the Mexican war, upon the pension roll, at the rate of \$12 per month, from and after the passage of this act.

The amendments recommended by the committee were read, as follows:

Change the spelling of claimant's name in the title to "Stephens;" strike out all after the enacting clause and submit therefor the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Christopher S. Stephens, late of Captain Chapman's company, New Mexico Mounted Volunteers, and pay him a pension at the rate of \$12 per month."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JAMES TODD.

The next business on the Private Calendar was the bill (H. R. 12315) granting an increase of pension to James Todd.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James Todd, late of Captain Norcutt's Company D, First Regiment Tennessee Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Insert the words "war with Mexico" after the word "Infantry," in line 7.

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

SYLVESTER HOLIDAY.

The next business on the Private Calendar was the bill (H. R. 8309) granting an increase of pension to Sylvester Holiday.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he hereby is, authorized and directed to place the name of Sylvester Holiday, late a veteran of the Mexican war, upon the pension roll of the United States and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert the following: "That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Sylvester Holiday, late of Company E, Fifteenth Regiment United States Infantry, war with Mexico, and pay him a pension at the rate of \$16 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ALICE ANGEL.

The next business on the Private Calendar was the bill (H. R. 8312) granting a pension to Alice Angel.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Alice Angel, invalid daughter of J. J. Angel, late of Captain McClelland's company, Tennessee Volunteers, Indian war, and pay her a pension at the rate of \$12 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out "invalid" and insert in lieu thereof "helpless and dependent;" in same line change the soldier's name from "J. J. Angel" to "James J. Angel."

In lines 7 and 8 strike out "Indian war" and substitute therefor "Cherokee Indian disturbances."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

EVALINE WILSON.

The next business on the Private Calendar was the bill (H. R. 7613) granting an increase of pension to Evaline Wilson.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Evaline Wilson, widow of Adam Wilson, late of Company K, First Indiana Volunteers (Mexican war), and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7, after the word "First," insert the word "Regiment;" and in the same line strike out "(Mexican war)" and substitute therefor "war with Mexico."

In line 8 strike out "thirty" and insert in lieu thereof "sixteen."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

DENNIS J. KELLY.

The next business on the Private Calendar was the bill (H. R. 3910) granting a pension to Dennis J. Kelly.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Dennis J. Kelly, late a private of Company L, Third Virginia Infantry Volunteers, war with Spain, and pay to him the sum of \$36 per month.

The amendments recommended by the committee were read, as follows:

In line 6 strike out "a private;" and in the same line, after the word "Third," insert the word "Regiment."

In line 7 strike out "Infantry Volunteers" and substitute therefor "Volunteer Infantry."

In line 7 strike out "to;" and in line 8 strike out the words "the sum of thirty-six" and substitute therefor the words "a pension at the rate of thirty."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

BENJAMIN W. HOWARD.

The next business on the Private Calendar was the bill (H. R. 2115) granting an increase of pension to Benjamin W. Howard.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior is authorized to place upon the pension roll the name of Benjamin W. Howard, of Chattahoochee County, Ga., a veteran of the Indian war of 1836, and pay him a pension at the rate of \$25 per month in lieu of the amount he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Benjamin W. Howard, late of Capt. J. Coleman's company of Georgia Volunteers, Creek Indian war, and pay him a pension at the rate of \$16 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN Y. COREY.

The next business on the Private Calendar was the bill (H. R. 10404) granting a pension to John Y. Corey.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Y. Corey, late of Company B, Eighth Regiment United States Infantry, and pay him a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES R. WILSON.

The next business on the Private Calendar was the bill (H. R. 9144) to increase the pension of James R. Wilson, a blind Mexican soldier.

The bill was read, as follows:

Be it enacted, etc., That the pension of James R. Wilson, No. 9978, under the Mexican soldier pension act, be, and the same is hereby, increased from \$12 per month to \$30 per month, the said James R. Wilson being totally blind and indigent, without any means of support, and the Secretary of the Interior is directed to place his name upon the roll at \$30 per month.

The amendments recommended by the committee were read, as follows:

Change the title so as to read: "A bill granting an increase of pension to James R. Wilson."

Strike out all after the enacting clause and substitute therefor the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James R. Wilson, late of Captain Blackman's company, First Regiment Tennessee Volunteers, war with Mexico, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

HUGH COOL.

The next business on the Private Calendar was the bill (H. R. 6617) granting an increase of pension to Hugh Cool.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Hugh Cool, late of Company C, Fourth Regiment Ohio Volunteers, war with Mexico, and pay him a pension of \$24 per month in lieu of the pension he is now drawing.

The amendments recommended by the committee were read, as follows:

In line 6 strike out "Fourth" and substitute therefor "Second."

In line 7 change the word "Volunteers" to "Volunteer" and after that word insert "Infantry;" also in the same line, after the word "pension," insert "at the rate."

In line 8 strike out "twenty-four" and insert "sixteen," and in same line strike out "the pension" and substitute "that."

In line 9 change "drawing" to "receiving."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

WILLIAM R. HOWSLEY.

The next business on the Private Calendar was the bill (H. R. 9171) granting an increase of pension to William R. Housley.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William R. Housley, late of Company H, Second Regiment Kentucky Volunteer Infantry, in Mexican war, and pay him a pension at the rate of \$25 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

Change the spelling of the claimant's surname in the title and body of the bill to "Howsley."

In line 7 strike out "in Mexican War" and substitute therefor "war with Mexico."

In line 8 strike out "twenty-five" and insert in lieu thereof "twenty."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

DAVID A. FRIER.

The next business on the Private Calendar was the bill (H. R. 11619) granting an increase of pension to David A. Frier.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of David A. Frier, who was a private in Capt. R. B. Turner's company in the Florida Seminole Indian war of 1836 to 1840, and pay him a pension at the rate of \$30 per month from and after the passage of this act in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the words "David A. Frier," in line 6, and substitute therefor the words "late of Capt. R. B. Turner's company of Florida Volunteers, Florida Indian war, and pay him a pension at the rate of \$16 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARY LOUISE WORDEN.

The next business on the Private Calendar was the bill (H. R. 11292) granting an increase of pension to Mary Louise Worden. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary Louise Worden, widow of Charles A. Worden, late captain, Seventh Regiment United States Infantry, and pay her a pension at the rate of \$50 per month in lieu of that she is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out the word "fifty" in line 8 and substitute therefor the word "thirty."

Mr. BROMWELL. Mr. Chairman, the identical bill having passed the Senate, I ask unanimous consent that the Senate bill be substituted and that the House bill lie on the table.

The CHAIRMAN. The Chair will state to the gentleman from Ohio that the bill not having been reported from the committee, it will be the better way to present it in the House after the committee rises.

The amendment reported by the committee was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

HANNAH T. KNOWLES.

The next business on the Private Calendar was the bill (H. R. 11418) granting an increase of pension to Hannah T. Knowles. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Hannah T. Knowles, widow of William T. Knowles, late of United States Navy (Mexican war), and pay her a pension at the rate of \$40 per month.

The amendments recommended by the committee were read, as follows:

In line 7 strike out "United States Navy (Mexican war)," and substitute therefor "the United States ship *Independence*, war with Mexico."

In line 8 strike out "forty" and insert in lieu thereof "eight."

Add to the end of the bill the words "such pension to cease upon proof that the soldier is still living."

The amendments recommended by the committee were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

STEPHEN MAY.

The next business on the Private Calendar was the bill (H. R. 12136) granting an increase of pension to Stephen May. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Stephen May, late of Company E, First Regiment Kentucky Mounted Volunteer Infantry, war with Mexico, and pay him a pension at the rate of \$16 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

Change the word "Volunteer," in line 7, to "Volunteers;" also, by striking out the word "Infantry," in the same line.

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MICHAEL MULLIN.

The next business on the Private Calendar was the bill (H. R. 2618) granting an increase of pension to Michael Mullin. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Michael Mullin, late of Company C, United States Mounted Rifles, and pay him a pension at the rate of \$12 per month.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARY F. KEY.

The next business on the Private Calendar was the bill (H. R. 11145) granting an increase of pension to Mary Ann Key. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mary Ann Key, widow of Richard Key, late of Company D, Palmetto Regiment, South Carolina Volunteer Infantry, Mexican war, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving.

The amendments recommended by the committee were read, as follows:

Strike out the Christian name "Ann" in the title and the body of the bill, and substitute therefor the initial "F."

Change the soldier's name in line 6 to "Richard S. Key."

In line 8 strike out "Mexican war" and substitute therefor "war with Mexico;" and in the same line strike out "twenty" and insert in lieu thereof "sixteen."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JOHN L. BOWMAN.

The next business on the Private Calendar was the bill (H. R. 10532) granting an increase of pension to John L. Bowman. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John L. Bowman, late of Company , regiment of Colonels McKee and Clay, Mexican Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "Company," insert the letter "D," and in lines 6 and 7 strike out "regiment of Colonels McKee and Clay, Mexican Volunteer Infantry," and substitute therefor "Second Regiment Kentucky Volunteers, war with Mexico."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

INDIA STEWART.

The next business on the Private Calendar was the bill (S. 3021) granting a pension to India Stewart. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of India Stewart, mother of John S. Stewart, late captain Company A, First Regiment Colorado Volunteer Infantry, war with Spain, and pay her a pension at the rate of \$20 per month.

The bill was laid aside to be reported to the House with a favorable recommendation.

MARIE U. NORDSTROM.

The next business on the Private Calendar was the bill (S. 3026) granting an increase of pension to Marie U. Nordstrom. The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Marie U. Nordstrom, widow of Charles E. Nordstrom, late of Company E, First Regiment Maine Volunteer Cavalry, and captain, Tenth Regiment United States Cavalry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

EMMA M'LAUGHLIN.

The next business on the Private Calendar was the bill (S. 2520) granting an increase of pension to Emma McLaughlin. The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Emma McLaughlin, widow of James B. McLaughlin, late second lieutenant, Signal Corps, United States Volunteers, and pay her a pension at the rate of \$25 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

RUSSEL A. WILLIAMS.

The next business on the Private Calendar was the bill (H. R. 6020) granting an increase of pension to Russell A. Williams. The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Russell A. Williams, late private of Company F, Twelfth Regiment Illinois Volunteer Infantry, war of the rebellion, and pay him a pension of \$20 per month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Russel A. Williams, late of Company F, Twelfth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Russel A. Williams."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ANN ELIZA TROUT.

The next business on the Private Calendar was the bill (S. 1331) granting a pension to Ann Eliza Trout. The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ann Eliza Trout, widow of Samuel Trout, late of Company H, Eighty-eighth Regiment Illinois Volunteer Infantry, and pay her a pension at the rate of \$8 per month.

The bill was ordered to be laid aside with a favorable recommendation.

LOUIS HAHN.

The next business on the Private Calendar was the bill (H. R. 2207) granting an increase of pension to Louis Hahn.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Louis Hahn, late of Company F, Twenty-eighth Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 8 strike out the word "thirty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ANNIE D. TAGGART.

The next business on the Private Calendar was the bill (S. 628) granting a pension to Annie E. Taggart.

The bill was read as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Annie D. Taggart, widow of William H. Taggart, late surgeon Second Regiment Pennsylvania Volunteer Cavalry, and acting assistant surgeon, United States Navy, and pay her a pension at the rate of \$25 per month.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

Amend the title so as to read: "A bill granting a pension to Annie D. Taggart."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JOHN W. ACKER.

The next business on the Private Calendar was the bill (H. R. 11831) granting an increase of pension to John W. Acker.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John W. Acker, late of Company D, Fifty-ninth Regiment New York Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the Committee on Invalid Pensions was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "twenty-four."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JASON LEIGHTON.

The next business on the Private Calendar was the bill (S. 3036) granting an increase of pension to Jason Leighton.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jason Leighton, late of Company H, First Regiment Maine Volunteer Heavy Artillery, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JOHN COSTELLO.

The next business on the Private Calendar was the bill (H. R. 7572) granting an increase of pension to John Costello.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Costello, late seaman, United States Navy, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the Committee on Invalid Pensions were read, as follows:

In line 6, after the word "seaman," insert the words "United States steamship Essex."

In line 7 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

KATE PEARCE.

The next business on the Private Calendar was the bill (S. 665) granting a pension to Kate Pearce.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Kate Pearce, widow of George G. Pearce, late of Company H, Seventy-second Regiment Pennsylvania Volunteer Infantry, and Company A, One hundred and eighty-third Regiment Pennsylvania Volunteer Infantry, and pay her a pension at the rate of \$8 per month.

The bill was ordered to be laid aside with a favorable recommendation.

WILLIAM H. ALLEN.

The next business on the Private Calendar was the bill (H. R. 7998) granting an increase of pension to William H. Allen.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William H. Allen, of Florida, late a private in Company B, Twenty-third Michigan Volunteer Infantry, in the civil war, and pay him a pension of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, 8, and 9 and insert in lieu thereof the following: "of William H. Allen, late of Company B, Twenty-third Regiment Michigan Volunteer Infantry, and pay him a pension at the rate of \$17 per month in lieu of that he is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CHARLOTTE H. RACE.

The next business on the Private Calendar was the bill (S. 1086) granting a pension to Charlotte H. Race.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Charlotte H. Race, dependent mother of Ashley P. Hawkins, late of Company E, Eighth Regiment New York Volunteer Heavy Artillery, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

DAVID E. HALL.

The next business on the Private Calendar was the bill (H. R. 6401) increasing the pension of David E. Hall.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, directed to increase the pension of David E. Hall, late sergeant, Company E, First Regiment of Maryland Volunteer Cavalry, a pensioner under certificate No. 208126, to \$30 per month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of David E. Hall, late of Company E, First Regiment Maryland Volunteer Cavalry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

Amend title so as to read: "A bill granting an increase of pension to David E. Hall."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

EMMA R. PAWLING.

The next business on the Private Calendar was the bill (S. 2562) granting a pension to Emma R. Pawling.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Emma R. Pawling, widow of George M. Pawling, late of Company K, One hundred and twenty-sixth Regiment Pennsylvania Volunteer Infantry, and Company M, Twenty-first Regiment Pennsylvania Volunteer Cavalry, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

LIZZIE B. GREEN.

The next business on the Private Calendar was the bill (H. R. 7290) granting an increase of pension to Lizzie B. Green.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the pension, subject to the limitations and provisions of the pension laws, of Lizzie B. Green, widow of John E. Green, late captain Company C, Ninety-sixth Regiment New York Volunteers, in the late war of the rebellion, and pay her a pension of \$24 per month in lieu of the pension she is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lizzie B. Green, widow of John E. Green, late captain Company C, Ninety-sixth Regiment New York Volunteer Infantry, and pay her a pension at the rate of \$20 per month in lieu of that she is now receiving."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

CLARA A. PENROSE.

The next business on the Private Calendar was the bill (S. 2267) granting an increase of pension to Clara A. Penrose.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Clara A. Penrose, widow of Charles B. Penrose, late major and commissary of subsistence, United States Army, and pay her a pension at the rate of \$35 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES F. GRAY.

The next business on the Private Calendar was the bill (H. R. 3677) granting an increase of pension to James F. Gray.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James F. Gray, late of Companies G and I, Third Regiment Vermont Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JENNIE C. RUCKLE.

The next business on the Private Calendar was the bill (S. 1800) granting an increase of pension to Jennie C. Ruckle.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jennie C. Ruckle, widow of Nicholas R. Ruckle, late colonel One hundred and forty-eighth Regiment Indiana Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

CHRISTINA HEITZ.

The next business on the Private Calendar was the bill (H. R. 291) granting a pension to Christina Heitz.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Christina Heitz, widow of Charles Heitz, late of Company I, Third Regiment United States Reserve Corps Volunteer Infantry, and pay her a pension at the rate of \$8 per month.

The amendment recommended by the committee was read, as follows:

In line 7, before the word "Volunteer," insert the word "Missouri."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

GEORGE E. HOUGHTON.

The next business on the Private Calendar was the bill (S. 3559) granting an increase of pension to George E. Houghton.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of George E. Houghton, late of Company F, Fifth Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

MICHAEL JOHN DALY.

The next business on the Private Calendar was the bill (H. R. 7897) granting a pension to Michael John Daly.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Michael J. Daly, late acting ensign, United States steamship *Sonoma*, United States Navy, upon the pension roll and to grant him a pension of \$50 per month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Michael J. Daly, late acting ensign, United States Navy, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Michael J. Daly."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

HEBER C. GRIFFIN.

The next business on the Private Calendar was the bill (S. 3328) granting an increase of pension to Heber C. Griffin.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Heber C. Griffin, late of Company D, Seventh Regiment New Hampshire Volunteer Infantry, and pay him a pension at the rate of \$36 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

WILLIAM B. ROWE.

The next business on the Private Calendar was the bill (H. R. 8696) granting an increase of pension to William B. Rowe.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William B. Rowe, late of Company A, Ninth Regiment Michigan Cavalry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 7, after the word "Michigan," insert the word "Volunteer."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

ABBIE M. PACKARD.

The next business on the Private Calendar was the bill (S. 1041) granting a pension to Abbie M. Packard.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Abbie M. Packard, helpless and dependent daughter of Charles Packard, late of Company D, Thirteenth Regiment Maine Volunteer Infantry, and Company K, Thirteenth Regiment Maine Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The bill was ordered to be laid aside with a favorable recommendation.

ERASTUS D. CANFIELD.

The next business on the Private Calendar was the bill (H. R. 9069) granting a pension to Erastus D. Canfield.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll the name of Erastus D. Canfield, late a private in Company B, Thirty-fifth Regiment Illinois Volunteer Infantry, and pay him a pension of \$24 per month in lieu of the pension which he is now receiving.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Erastus D. Canfield, late of Company B, Thirty-fifth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$12 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to Erastus D. Canfield."

The amendments were agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JANE E. TOMPKINS.

The next business on the Private Calendar was the bill (S. 3269) granting an increase of pension to Jane E. Tompkins.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jane E. Tompkins, widow of Charles H. Tompkins, late colonel First Regiment Rhode Island Volunteer Light Artillery, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

THEOPHILE A. DAUPHIN.

The next business on the Private Calendar was the bill (H. R. 3876) granting an increase of pension to Theophile A. Dauphin.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Theophile A. Dauphin, late of Company K, Eighty-sixth Regiment New York Volunteer Infantry, and pay him a pension at the rate of — dollars per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8, before the word "dollars," insert the word "twenty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

JACOB BARTON.

The next business on the Private Calendar was the bill (S. 2929) granting an increase of pension to Jacob Barton.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Jacob Barton, late of Company I, Fourteenth Regiment Vermont Volunteer Infantry, and Company C, Ninth Regiment Vermont Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

LYDIA CARR.

The next business on the Private Calendar was the bill (H. R. 4994) granting a pension to Lydia Carr.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Lydia Carr, daughter of Corrin H. Carr, late of Company C, Thirty-seventh Regiment Iowa Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The amendment recommended by the committee was read, as follows:

Strike out all of lines 6, 7, and 8 and insert in lieu thereof the following: "of Lydia Carr, the dependent and helpless daughter of Corrin H. Carr, late of Company C, Thirty-seventh Regiment Iowa Volunteer Infantry, and pay her a pension at the rate of \$12 per month."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

PETER C. CLEEK.

The next business on the Private Calendar was the bill (S. 2643) granting an increase of pension to Peter C. Cleek.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Peter C. Cleek, late of Company K, Seventh Regiment West Virginia Volunteer Cavalry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

JAMES A. BRAMBLE.

The next business on the Private Calendar was the bill (H. R. 8048) granting an increase of pension to James A. Bramble.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of James A. Bramble, late of Company B, Eightieth Regiment Indiana Volunteer Infantry, and pay him a pension at the rate of \$24 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "twenty-four" and insert in lieu thereof the word "twenty."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

IDA C. EMERY.

The next business on the Private Calendar was the bill (S. 3482) granting an increase of pension to Ida C. Emery.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Ida C. Emery, widow of Charles Emery, late captain Company E, Fifty-fifth Regiment Indiana Volunteer Infantry, and Company C, One hundred and twenty-fourth Regiment Indiana Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

RACHEL S. LYMAN.

The next business on the Private Calendar was the bill (H. R. 8913) granting an increase of pension to Mrs. Joseph Lyman.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to increase the pension of Mrs. Joseph Lyman, widow of Maj. Joseph Lyman, late of Company E, Fourth Iowa Cavalry, and adjutant and major of the Twenty-ninth Iowa Infantry, and that she be paid at the rate of \$50 a month in lieu of the pension she is now receiving.

The amendment recommended by the committee was read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Rachel S. Lyman, widow of Joseph Lyman, late major, Twenty-ninth Regiment Iowa Volunteer Infantry, and pay her a pension at the rate of \$30 per month in lieu of that she is now receiving."

Amend text so as to read: "A bill granting an increase of pension to Rachel S. Lyman."

The amendment was agreed to.

The bill as amended was ordered to be laid aside with a favorable recommendation.

WILLIAM H. H. SCOTT.

The next business on the Private Calendar was the bill (S. 2531) granting an increase of pension to William H. H. Scott.

The bill was read, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William H. H. Scott, late of Company C, Third Regiment Missouri State Militia Volunteer Cavalry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The bill was ordered to be laid aside with a favorable recommendation.

THOMAS THATCHER.

The next business on the Private Calendar was the bill (H. R. 1326) granting an increase of pension to Thomas Thatcher.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Thomas Thatcher, late of Company K, Twenty-second Regiment Indiana Volunteer Infantry, war of the rebellion, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 7 strike out the words "war of the rebellion."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "twenty-four."

The amendments recommended by the committee were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

ANNA O. BRUSH.

The next business on the Private Calendar was the bill (H. R. 3420) granting a pension to Anna O. Brush.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Anna O. Brush, widow of Alfred I. Brush, late of Company B, Twelfth Regiment Michigan Volunteer Infantry, and pay her a pension at the rate of \$12 per month.

The bill was laid aside to be reported to the House with a favorable recommendation.

FREDERICK E. ROGERS.

The next business on the Private Calendar was the bill (S. 3704) granting an increase of pension to Frederick E. Rogers.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name Frederick E. Rogers, late of Company D, Thirteenth Regiment Massachusetts Volunteer Infantry, and second lieutenant Company A, Fifty-fourth Regiment Massachusetts (colored) Volunteer Infantry, and pay him a pension at the rate of \$20 per month in lieu of that he is now receiving.

The bill was laid aside to be reported to the House with a favorable recommendation.

GEORGE W. DODGE.

The next business on the Private Calendar was the bill (H. R. 3826) granting an increase of pension to George W. Dodge.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of George W. Dodge, late of Company G, Forty-ninth Massachusetts Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6, after the word "Forty-ninth," insert the word "Regiment."

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

WILLIAM HOLGATE.

The next business on the Private Calendar was the bill (H. R. 2619) granting a pension to William Holgate.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, directed to place on the pension roll of the United States the name of William Holgate, of Company E, One hundred and twelfth Illinois Volunteers, and pay him, during his natural life, a pension at the rate of \$50 per month.

The amendments recommended by the committee were read, as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

"That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of William Holgate, late of Company E, One hundred and twelfth Regiment Illinois Volunteer Infantry, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving."

Amend the title so as to read: "A bill granting an increase of pension to William Holgate."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

MATTHEW C. MEDBURY.

The next business on the Private Calendar was the bill (H. R. 6438) granting an increase of pension to Matthew C. Medbury.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Mathew C. Medbury, late of Company E, Twelfth Regiment Rhode Island Volunteer Infantry, and pay him a pension at the rate of \$40 per month in lieu of that he is now receiving.

The amendments recommended by the committee were read, as follows:

In line 6 strike out the word "Mathew" and insert in lieu thereof the word "Matthew."

In line 8 strike out the word "forty" and insert in lieu thereof the word "thirty."

Amend the title so as to read: "A bill granting an increase of pension to Matthew C. Medbury."

The amendments were agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

JOHN REEP.

The next business on the Private Calendar was the bill (H. R. 9791) granting an increase of pension to John Reep.

The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of John Reep, late of Company B, One hundred and fifty-fifth Regiment Ohio Volunteer Infantry, and pay him a pension at the rate of \$50 per month in lieu of that he is now receiving.

The amendment recommended by the committee was read, as follows:

In line 8 strike out the word "fifty" and insert in lieu thereof the word "thirty."

The amendment was agreed to.

The bill was laid aside to be reported to the House with a favorable recommendation.

Mr. SULLOWAY. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

Accordingly the committee rose; and the Speaker pro tempore, Mr. LACEY, having resumed the chair, Mr. CAPRON, Chairman of the Committee of the Whole, reported that that committee had had under consideration sundry bills on the Private Calendar, and had reported the same back, some with amendment and some without amendment, with the recommendation that the bills without amendment, and those with amendment as amended, do pass.

PENSION BILLS PASSED.

The following House bills, reported from the Committee of the Whole without amendments, were severally considered, ordered to be engrossed and read a third time, read a third time, and passed:

H. R. 6467. A bill granting an honorable discharge to Samuel Welch;

H. R. 11025. A bill granting a pension to Mary A. Carlile;

H. R. 2661. A bill granting an increase of pension to Oswald Ahlstedt;

H. R. 10091. A bill granting a pension to Blanche Duffy;

H. R. 10841. A bill granting an increase of pension to Margaret Hoefler;

H. R. 6481. A bill granting an increase of pension to Millen McMillen;

H. R. 9178. A bill granting an increase of pension to John M. Howe;

H. R. 671. A bill granting an increase of pension to Orra H. Heath;

H. R. 3260. A bill granting a pension to Jacob Golden;

H. R. 10141. A bill granting an increase of pension to William R. Armstrong;

H. R. 11125. A bill granting an increase of pension to John S. Campbell;

H. R. 1090. A bill granting a pension to James E. Bates;

H. R. 1714. A bill granting an increase of pension to Levi H. Winslow;

H. R. 6466. A bill granting a pension to Josephine M. Dustin;

H. R. 669. A bill granting an increase of pension to Richard C. Smith;

H. R. 10906. A bill granting a pension to John W. Mead;

H. R. 7529. A bill granting an increase of pension to Philip Atwood;

H. R. 10924. A bill granting an increase of pension to Elias M. Haight;

H. R. 7397. A bill granting a pension to Louisa White;

H. R. 11011. A bill granting an increase of pension to Emily J. Tallman;

H. R. 10404. A bill granting a pension to John G. Corey;

H. R. 2618. A bill granting an increase of pension to Michael Mullin; and

H. R. 3420. A bill granting a pension to Anna O. Brush.

The following House bills with amendments, favorably reported from the Committee of the Whole House, were severally considered, the amendments agreed to, the bills as amended ordered to be engrossed, and read a third time; and they were accordingly read the third time, and passed:

H. R. 11052. A bill for the relief of Nelson Johnson (title amended);

H. R. 9999. A bill granting an increase of pension to George W. Gwinn (title amended);

H. R. 2440. A bill granting an increase of pension to William D. Smith;

H. R. 8016. A bill granting a pension to Hannibal C. St. Clair (title amended);

H. R. 1696. A bill granting an increase of pension to Frederick A. Condon;

H. R. 658. A bill granting an increase of pension to John H. Jack (title amended);

H. R. 6760. A bill granting a pension to Susan House;

H. R. 8921. A bill granting an increase of pension to Jesse C. Rhodabek;

H. R. 1479. A bill granting an increase of pension to Michael Marnane;

H. R. 8679. A bill granting a pension to William J. Jones;

H. R. 9593. A bill granting a pension to Elizabeth Rickey;

H. R. 1724. A bill granting an increase of pension to Daniel F. Thompson (title amended);

H. R. 7811. A bill granting a pension to Mary King;

H. R. 10193. A bill granting an increase of pension to John Hollister;

H. R. 2781. A bill granting an increase of pension to Patrick Lee;

H. R. 9926. A bill granting an increase of pension to James F. Patton;

H. R. 7782. A bill granting an increase of pension to Thomas P. Smith;

H. R. 8415. A bill granting a pension to Mary L. Dibert;

H. R. 8781. A bill granting a pension to Mary E. Holbrook;

H. R. 1636. A bill granting an increase of pension to James Austin;

H. R. 3427. A bill granting an increase of pension to Sarah E. Allen;

H. R. 1086. A bill granting an increase of pension to Francis W. Pool;

H. R. 2613. A bill granting an increase of pension to Thomas H. H. Gibbs;

H. R. 6895. A bill granting an increase of pension to Richard P. Nichauls (title amended);

H. R. 7239. A bill granting an increase of pension to William Christian (title amended);

H. R. 809. A bill granting an increase of pension to J. P. Burchfield (title amended);

H. R. 918. A bill granting a pension to Charles Misner (title amended);

H. R. 3514. A bill granting a pension to Anna Maria Ziegenfuss (title amended);

H. R. 9625. A bill granting a pension to Elizabeth L. Becket, widow of John Becket, late a private in Company K, Eighty-sixth Ohio Volunteer Infantry (title amended);

H. R. 9413. A bill granting a pension to Mary E. Holden, widow of John W. Holden (title amended);

H. R. 9301. A bill granting a pension to Barbara McDonald (title amended);

H. R. 7149. A bill granting an increase of pension to Ephraim D. Dorman;

H. R. 6107. A bill granting a pension to Elijah E. Harvey (title amended);

H. R. 5910. A bill granting an increase of pension to Reuben Wellman;

H. R. 9986. A bill granting an increase of pension to James Moore;

H. R. 9928. A bill granting an increase of pension to Benjamin E. Styles (title amended);

H. R. 3859. A bill granting a pension to James D. Johnson;

H. R. 10289. A bill granting a pension to Eliza Stewart;

H. R. 10117. A bill granting a pension to Sallie Lowe (title amended);

H. R. 1694. A bill granting an increase of pension to Henry Ball;

H. R. 61043. A bill granting a pension to Anna Roderka;

H. R. 351. A bill granting an increase of pension to Robert Carpenter;

- H. R. 4993. A bill granting a pension to Mary Shelton Huston;
H. R. 3884. A bill granting a pension to Erastus C. Moderwell (title amended);
H. R. 699. A bill granting an increase of pension to Robert Miller;
H. R. 3022. A bill granting a pension to David B. Salts (title amended);
H. R. 11375. A bill granting a pension to Charles F. Merrill;
H. R. 10411. A bill granting an increase of pension to Mrs. I. M. Singley (title amended);
H. R. 9621. A bill granting an increase of pension to Andrew Y. Transue;
H. R. 10957. A bill granting an increase of pension to Mary E. Stockings, widow of Robert Q. Stockings, late private of Company K, Forty-seventh Regiment New York Volunteers (title amended);
H. R. 5101. A bill granting a pension to Benjamin Contal (title amended);
H. R. 5254. A bill granting an increase of pension to Enos G. Budd;
H. R. 6037. A bill granting an increase of pension to William C. Holcomb;
H. R. 7250. A bill granting an increase of pension to Margaret Hendry;
H. R. 2241. A bill granting an increase of pension to Dorothy S. White;
H. R. 2919. A bill granting a pension to Christiana Steiger;
H. H. 4116. A bill for the relief of William Berry (title amended);
H. R. 2545. A bill granting an increase of pension to Isaac H. Crim;
H. R. 1938. A bill granting an increase of pension to Helen V. Rorer;
H. R. 2981. A bill granting an increase of pension to Thomas Findley;
H. R. 11381. A bill granting an increase of pension to Abraham N. Bradfield;
H. R. 283. A bill granting an increase of pension to Robert M. McCollough (title amended);
H. R. 11124. A bill granting an increase of pension to Mary Scott;
H. R. 4176. A bill granting an increase of pension to Nathan W. Snee (title amended);
H. R. 5110. A bill granting an increase of pension to William H. Dixon;
H. R. 4089. A bill granting a pension to Ada L. McFarland;
H. R. 5190. A bill granting an increase of pension to Alvin J. Hartzell;
H. R. 11895. A bill granting a pension to Thomas Holloway;
H. R. 7683. A bill granting an increase of pension to Almond Delamater;
H. R. 10396. A bill granting an increase of pension to Elvin Esty (title amended);
H. R. 11327. A bill granting an increase of pension to Charles E. Pettis;
H. R. 11790. A bill granting an increase of pension to Abel Woods;
H. R. 9494. A bill granting a pension to Mary A. Andress, widow of Philip Andress, Company F, Eleventh Pennsylvania Volunteer Cavalry, for Lulu Belle Andress, imbecile or feeble-minded child (title amended);
H. R. 8349. A bill granting a pension to John Watts;
H. R. 7076. A bill granting a pension to the widow of Andrew J. Gilleland (title amended);
H. R. 2598. A bill granting an increase of pension to Adrian M. Snyder, of Hamilton County, Tenn. (title amended);
H. R. 10840. A bill granting a pension to Susan Evans Warner (title amended);
H. R. 10773. A bill granting a pension to Archer Bartlett;
H. R. 750. A bill granting a pension to Martin Essex;
H. R. 1706. A bill granting an increase of pension to John E. White;
H. R. 6727. A bill granting an increase of pension to Remembrance J. Williams;
H. R. 4543. A bill granting an increase of pension to George W. Parker;
H. R. 4118. A bill for the relief of Charles Maschmeyer (title amended);
H. R. 6172. A bill granting an increase of pension to Frederick Weimar (title amended);
H. R. 8651. A bill granting a pension to Maggie Helmbold;
H. R. 7704. A bill granting an increase of pension to Christiana Leach;
H. R. 5888. A bill granting an increase of pension to Peter Pontney (title amended);
H. R. 7847. A bill granting an increase of pension to Charles S. Wilson;
H. R. 7710. A bill granting a pension to Margaret Scanlon;
H. R. 4129. A bill granting an increase of pension to Lonson R. Burr;
H. R. 8562. A bill granting an increase of pension to Sarah Vandemark (title amended);
H. R. 10361. A bill granting an increase of pension to Alexander Scott;
H. R. 3238. A bill granting an increase of pension to Lorenzo Weeks;
H. R. 1190. A bill granting an increase of pension to Albert S. Whittier;
H. R. 5217. A bill granting an increase of pension to Elizabeth P. Sigfried;
H. R. 5327. A bill granting an increase of pension to William H. Mackey;
H. R. 2417. A bill granting a pension to James B. Harris, of Montoursville, Lycoming County, Pa. (title amended);
H. R. 1278. A bill granting an increase of pension to La Myra V. Kendig;
H. R. 6805. A bill granting an increase of pension to Robert E. Stevens (title amended);
H. R. 4053. A bill granting an increase of pension to Henry E. De Marse;
H. R. 9870. A bill to correct the military record of Reinhard Schneider;
H. R. 12130. A bill granting a pension to Christopher S. Stevens (title amended);
H. R. 12315. A bill granting an increase of pension to James Todd;
H. R. 8309. A bill granting an increase of pension to Sylvester Holiday;
H. R. 8212. A bill granting a pension to Alice Angel;
H. R. 7613. A bill granting an increase of pension to Evaline Wilson;
H. R. 3910. A bill granting a pension to Dennis J. Kelly;
H. R. 2115. A bill granting an increase of pension to Benjamin W. Howard;
H. R. 9144. A bill granting an increase of pension to James R. Wilson, a blind Mexican soldier (title amended);
H. R. 6617. A bill granting an increase of pension to Hugh Cool;
H. R. 9171. A bill granting an increase of pension to William R. Housley (title amended);
H. R. 11619. A bill granting an increase of pension to David A. Frier;
H. R. 11418. A bill granting an increase of pension to Hannah T. Knowles;
H. R. 12136. A bill granting an increase of pension to Stephen May;
H. R. 11145. A bill granting an increase of pension to Mary Ann Key (title amended);
H. R. 10532. A bill granting an increase of pension to John L. Bowman;
H. R. 6020. A bill granting an increase of pension to Russell A. Williams (title amended);
H. R. 2207. A bill granting an increase of pension to Louis Hahn;
H. R. 11831. A bill granting an increase of pension to John W. Acker;
H. R. 7572. A bill granting an increase of pension to John Costello;
H. R. 7998. A bill granting an increase of pension to William H. Allen;
H. R. 6401. A bill granting an increase of pension to David E. Hall (title amended);
H. R. 7290. A bill granting an increase of pension to Lizzie B. Green;
H. R. 3677. A bill granting an increase of pension to James F. Gray;
H. R. 291. A bill granting a pension to Christina Heitz;
H. R. 7897. A bill granting a pension to Michael John Daly (title amended);
H. R. 8696. A bill granting an increase of pension to William B. Rowe;
H. R. 9069. A bill granting a pension to Erastus D. Canfield (title amended);
H. R. 3876. A bill granting an increase of pension to Theophile A. Dauphin;
H. R. 4994. A bill granting a pension to Lydia Carr;
H. R. 8048. A bill granting an increase of pension to James A. Bramble;
H. R. 8913. A bill granting an increase of pension to Mrs. Joseph Lyman (title amended);
H. R. 1326. A bill granting an increase of pension to Thomas Thatcher;

H. R. 3326. A bill granting an increase of pension to George W. Dodge;
 H. R. 2619. A bill granting a pension to William Holgate (title amended);
 H. R. 6438. A bill granting an increase of pension to Mathew C. Medbury (title amended); and
 H. R. 9791. A bill granting an increase of pension to John Reep.

MARY LOUISE WORDEN.

The bill (H. R. 11292) granting an increase of pension to Mary Louise Worden, having been reported from the Committee of the Whole, and the question being on its consideration in the House—

The following proceedings occurred:

Mr. BROMWELL. Mr. Speaker, the identical Senate bill already passed is on the Clerk's desk, and I ask unanimous consent that that bill may be substituted for the House bill just acted upon by the Committee of the Whole.

The SPEAKER. Is that the bill just disposed of?

Mr. BROMWELL. The one just about to be disposed of.

The SPEAKER. Without objection, the Senate bill will be considered.

The Clerk read as follows:

A bill (S. 3182) granting an increase of pension to Mary Louise Worden.

The SPEAKER. The question is on the third reading of the Senate bill.

The bill was ordered to be read a third time, read the third time, and passed.

The SPEAKER. Without objection, the corresponding House bill (H. R. 11292) will lie on the table.

There was no objection.

The following Senate bills, reported from the Committee of the Whole without amendment, were severally considered, ordered to a third reading, read the third time, and passed:

S. 2767. An act granting an increase of pension to Albert D. Scovell;
 S. 1802. An act granting an increase of pension to Cornelia E. Wright;
 S. 1913. An act granting an increase of pension to Caroline Michler;
 S. 1940. An act granting a pension to Frances Fuller Victor;
 S. 1015. An act granting an increase of pension to Israel A. Benner;
 S. 1146. An act granting a pension to Adela S. Webster;
 S. 2701. An act granting a pension to Thomas G. Foster;
 S. 1164. An act granting an increase of pension to Lewis W. Moore;
 S. 2008. An act granting an increase of pension to Peter C. Monfort;
 S. 335. An act granting an increase of pension to Joseph H. Barnum;
 S. 2303. An act granting an increase of pension to Noah F. Chafee;
 S. 2468. An act granting an increase of pension to Horatio N. Francis;
 S. 1641. An act granting an increase of pension to Frank J. Clark;
 S. 2440. An act granting an increase of pension to John W. Gregg;
 S. 713. An act granting a pension to Frances E. Stebbins;
 S. 3553. An act granting an increase of pension to Mary A. Van Wormer;
 S. 3403. An act granting an increase of pension to George M. Emery;
 S. 3258. An act granting a pension to Simeon Partridge;
 S. 577. An act granting an increase of pension to Joseph W. Burch;
 S. 2732. An act granting an increase of pension to Marie J. Smyth;
 S. 1195. An act granting an increase of pension to Charles R. Bridgman;
 S. 2422. An act granting an increase of pension to John W. Burnham;
 S. 2802. An act granting a pension to Martha R. Osbourn;
 S. 502. An act granting a pension to Alexander Beachboard;
 S. 2013. An act granting an increase of pension to Sidney Leland;
 S. 1467. An act granting an increase of pension to Cynthia A. McKenny;
 S. 469. An act granting an increase of pension to Hiram H. Kingsbury;
 S. 2930. An act granting an increase of pension to Franklin B. Delany;
 S. 1185. An act granting an increase of pension to Thomas J. Stowers;
 S. 1933. An act granting a pension to Ella Bailey;

S. 1748. An act granting an increase of pension to Williamanna E. Lynde;

S. 3284. An act granting a pension to Gilbert P. Howe;

S. 2394. An act granting an increase of pension to Sybil F. Hall;

S. 2692. An act granting an increase of pension to Lucy W. Smith;

S. 3257. An act granting an increase of pension to Elizabeth K. Prescott;

S. 3097. An act granting an increase of pension to Joseph A. Nunez;

S. 2100. An act granting an increase of pension to John McGrath;

S. 1139. An act granting a pension to Abby Clark McNett;

S. 8. An act granting a pension to Sara B. Andrews;

S. 3054. An act granting an increase of pension to Alice De K. Shattuck;

S. 2947. An act granting an increase of pension to Elizabeth A. Shaw;

S. 2867. An act granting an increase of pension to John A. Hazelton;

S. 2049. An act granting an increase of pension to Franklin Taylor;

S. 1626. An act granting an increase of pension to Michael Samelsberger;

S. 3322. An act granting an increase of pension to Joseph M. Clough;

S. 1256. An act to remove the charge of desertion from the military record of Stephen A. Toops;

S. 3021. An act granting a pension to India Stewart;

S. 3026. An act granting an increase of pension to Marie U. Nordstrom;

S. 2520. An act granting an increase of pension to Emma McLaughlin;

S. 1331. An act granting a pension to Ann Eliza Trout;

S. 3036. An act granting an increase of pension to Jason Leighton;

S. 665. An act granting a pension to Kate Pearce;

S. 1086. An act granting a pension to Charlotte H. Race;

S. 2562. An act granting a pension to Emma R. Pawling;

S. 2267. An act granting an increase of pension to Clara A. Penrose;

S. 1800. An act granting an increase of pension to Jennie C. Ruckle;

S. 3559. An act granting an increase of pension to George E. Houghton;

S. 3328. An act granting an increase of pension to Heber C. Griffin;

S. 1041. An act granting a pension to Abbie M. Packard;

S. 3269. An act granting an increase of pension to Jane E. Tompkins;

S. 2929. An act granting an increase of pension to Jacob Barton;

S. 2643. An act granting an increase of pension to Peter C. Cleek;

S. 3482. An act granting an increase of pension to Ida C. Emery;

S. 2531. An act granting an increase of pension to William H. H. Scott; and

S. 3704. An act granting an increase of pension to Frederick E. Rogers.

The following Senate bills, with amendments, favorably reported from the Committee of the Whole House, were severally considered, the amendments agreed to, the bills as amended ordered to a third reading; and they were accordingly read the third time, and passed:

S. 3329. An act granting an increase of pension to Annie McElheney;

S. 462. An act granting an increase of pension to Ann Demonbrun; and

S. 628. An act granting a pension to Annie E. Taggart (title amended).

The bill (H. R. 2768) granting an increase of pension to Nathan H. Metcalf, reported from the Committee of the Whole House with the recommendation that it lie on the table, was accordingly laid on the table.

On motion of Mr. SULLOWAY, a motion to reconsider the several votes by which the various bills were passed was laid on the table.

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

A message, in writing, from the President of the United States was communicated to the House of Representatives by Mr. PRUDEN, one of his secretaries, who also announced that the President had approved and signed bills and joint resolution of the following titles:

On March 12, 1902:

H. R. 1198. An act granting a pension to Joshua H. Buckingham; and

H. J. Res. 106. Joint resolution authorizing the Secretary of War to loan to the Pennsylvania Society of the Sons of the American Revolution certain revolutionary trophies at Allegheny Arsenal, Pittsburg, Pa.

On March 14, 1902:

H. R. 199. An act to amend an act entitled "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1902, and for other purposes," approved March 3, 1901.

EDWARD KERSHNER.

The SPEAKER laid before the House the following message from the President of the United States:

To the House of Representatives:

In compliance with the resolution of the House of Representatives of the 14th instant (the Senate concurring), I return herewith the bill H. R. 5224, entitled "An act for the relief of Edward Kershner."

THEODORE ROOSEVELT.

WHITE HOUSE, March 15, 1902.

The bill above referred to is as follows:

An act (H. R. 5224) for the relief of Edward Kershner.

Be it enacted, etc., That the President be, and he is hereby, authorized and empowered to appoint Edward Kershner as medical director in the Navy on the retired list.

Mr. DAYTON. Mr. Speaker, in connection with that message, I offer the following resolution, and ask unanimous consent for its present consideration.

The SPEAKER. Bearing upon the message just read, the gentleman from West Virginia asks unanimous consent for the present consideration of a resolution which the Clerk will report to the House.

The Clerk read as follows:

Resolved, That the bill (H. R. 5224) for the relief of Edward Kershner be transmitted to the Senate, with the request that the Senate reconsider its action in passing said bill, in order that an amendment may be made to the same by striking out the word "director" and inserting in lieu thereof the word "inspector."

Mr. SMITH of Kentucky. Mr. Speaker, I reserve the right to object.

The SPEAKER. Certainly.

Mr. SMITH of Kentucky. I should like to have the gentleman make some statement explaining the resolution.

Mr. DAYTON. Mr. Speaker, as was explained on a previous occasion, by my colleague on the Naval Committee [Mr. BUTLER], this bill passed the House and Senate, restoring Edward Kershner to the Navy as a medical director. At the time his connection with the Navy ceased he was a medical inspector. This mistake was overlooked. The bill passed both Houses and went to the President before attention was called to it. It has been recalled for the purpose of correcting this error.

Mr. SMITH of Kentucky. It simply restores him to the same position which he occupied before.

Mr. DAYTON. To the position that he occupied before, while the bill as it was passed restored him to a higher position, a higher rank, and higher pay.

Mr. SMITH of Kentucky. I have no objection, so far as I am concerned.

The SPEAKER. Is there objection?

There was no objection.

The SPEAKER. The Chair will call attention to a suggested amendment in this case, which the Clerk will report.

The Clerk read as follows:

After the word "the," in line 1 of the resolution, insert the words "message of the President and;" so that it will read: "Resolved, That the message of the President and the bill (H. R. 5224)," etc.

Mr. DAYTON. I thank the Chair for the suggestion.

The amendment was agreed to.

The resolution as amended was agreed to.

QUESTION OF PERSONAL PRIVILEGE.

Mr. MINOR. Mr. Speaker, I rise to a question of personal privilege and send to the desk an article which appeared in the press of yesterday.

The SPEAKER. The Clerk will read.

The Clerk read as follows:

[From the Cincinnati Commercial Tribune, Friday, March 14, 1902.]

Representative MINOR, of Wisconsin, is no longer opposed to the shipping subsidy bill and is decidedly friendly to the Ways and Means side of the Cuban controversy. A few days ago he was against the shipping bill and decidedly opposed to the Ways and Means fight for Cuban reciprocity. It all came about in this way:

Speaker HENDERSON sent for Representative MINOR and asked him if he cared for the bill pending in the Senate placing the Revenue-Cutter Service of the United States on an equality with the naval service. He replied that he cared very much for the revenue bill, for personal and public reasons.

"Very good," said the Speaker, "I think it will be possible to get a rule for the revenue-cutter bill, if you can assist us in the passage of the Cuban reciprocity measure. Furthermore, we would like your aid in passing the shipping bill."

Mr. MINOR is a member of the committee which handles the shipping bill, and is one of the two Republicans against it. He now sees no harm in the shipping subsidy measure, and is extravagantly friendly to the Ways and Means attitude toward the Cuban reciprocity scheme. The Revenue-Cutter

Service bill was to-day reported from the Senate Committee on Commerce, and will eventually pass the Senate and come to the House. MINOR's interest in the bill is very great, and his change illustrates how the Speaker has been bringing support to his position.

Mr. MINOR. Mr. Speaker, I am now serving my fourth term in this House, and this is the first time that I have ever had occasion to rise to a question of personal privilege.

I want to state here and now that I have always received the most courteous treatment from the presiding officers and from the membership of the House, and I may add also that the press has treated me kindly, justly, and courteously. And, sir, were it not for the fact that the honor of another gentleman besides myself is involved in this flagrant, false article, I should pass it over; but this article involves the presiding officer of the House, and I can not afford to rest quiet under the imputation and charge.

I want to denounce that article as absolutely and unqualifiedly false. There is not even a foundation upon which to base even a respectable lie, if you please. The Speaker of the House has never sent for me to confer upon any measure during this term of Congress. It is true that there is a difference between the presiding officer and myself in respect to certain questions now before the Republican membership of this House. He knows it; I know it; the Republican members of this House know it; and yet never, by act, by word, or intimation has he attempted to change my views.

So far as the shipping bill is concerned, Mr. Speaker, it has been mutually agreed by the Republican members of this House that no action should be taken until the Senate first acts; and when they have passed that bill, if they do pass it, and send it over here, we will take it up like intelligent men and treat it upon its merits. I do not know, neither does any member of this House know, just what action we will take on it. I do not know how I will treat it, for it has not yet been acted upon by the House. The Speaker has never spoken to me in his room in reference to this measure, pro or con, for or against it.

Mr. GROSVENOR. The bill has not been considered in the committee.

Mr. MINOR. The committee has never taken the matter up for consideration, because we considered it would be improper until the Senate has first acted. The committee are ready to face that responsibility when this bill may be brought before us; and, as I said before, we will treat it justly and courageously, without reference to what may or may not be done by any other body or any individual of this House. The Speaker does not know to-day what my position will be upon that bill. He has never asked me privately, publicly, or otherwise.

I met him not long ago here in front of the Clerk's desk, and he said to me: "I think you people (meaning our committee) will have to handle this subsidy bill later along, because it looks as if the Senate might pass it." I said: "Mr. Speaker, we will handle it when the Senate has passed it, and we will treat it carefully."

Now, in respect to the rule regarding the Revenue-Cutter Service, this article says that bill was reported out of the Senate Committee to-day. Mr. Speaker, that bill putting the Revenue-Cutter officers on all fours with Army and Navy officers passed the United States Senate three weeks ago, and it was sent here. It has been carefully considered by the Committee on Interstate and Foreign Commerce, and has been reported upon favorably by that committee, and I say to you that, as is customary with the House members, I did go to the Speaker and asked him if he would give us a rule to consider the Revenue-Cutter bill. I tell you, members of the House, now, that I received no encouragement whatever. He did not consent to give that rule. On the contrary, I said to some of my friends that it was a question whether we received a rule or not. So much for that.

So that, from the beginning to the end of this article, it is infamously false; and, Mr. Speaker, I say to you now that, while I have the utmost respect for the representatives of the press, I believe they are splendid and intellectual gentlemen, and when their efforts are directed aright they are a power in the land for good, and when directed wrongly they are a power for evil.

I say, further, that any representative of the press that has been accorded the privilege of the press gallery of this House, that so forgets his honor, his duty, and his regard for truth and justice as has this one, that he ought to be expelled from the gallery; and we can do no less, it seems to me, than expel him. And you gentlemen here, the representatives of the press of this country, I call on you to expel the black sheep from your flock. We demand it; it is right; it is just. Ah, the press can pull down the purest character of any man in the land, however great he may be, and, on the contrary, they can build him up, however unworthy he may be.

Sir, the time has come when flagrant falsehoods and base insinuations that have gone out against the membership of this House should receive some consideration. We should arise in our might and protect our individual honor; and, sir, I demand that that shall be done. [Loud applause.]

The SPEAKER. The Chair thinks proper to say, in view of the fact that he is referred to in the article read, that so far as the article is concerned and its statements, the averments of the gentleman from Wisconsin are absolutely true. There is not one word or shadow of truth in any statement made in that article.

SENATE BILLS REFERRED.

Under clause 2 of Rule XXIV, Senate bills of the following titles were taken from the Speaker's table and referred to their appropriate committees, as indicated below:

S. 3719. An act to provide suitable medals for the officers and crew of the United States vessel of war *Kearsarge*—to the Committee on Naval Affairs.

S. 2291. An act for the promotion of anatomical science, and to prevent the desecration of graves in the District of Columbia—to the Committee on the District of Columbia.

S. 1308. An act for the relief of Mrs. Julia L. Hall—to the Committee on Claims.

S. 3360. An act for the promotion of First Lieut. Joseph M. Sims, Revenue-Cutter Service—to the Committee on Interstate and Foreign Commerce.

S. 2443. An act to divide Nebraska into two judicial districts—to the Committee on the Judiciary.

S. 3317. An act authorizing the President to appoint Lieut. Robert Platt, United States Navy, to the rank of commander—to the Committee on Naval Affairs.

S. 4414. An act granting an increase of pension to Albertine Schoenecker—to the Committee on Invalid Pensions.

S. 3908. An act granting homesteaders on the abandoned Fort Bridger Military Reservation, in Wyoming, the right to purchase one quarter section of public land on said reservation as pasture or grazing land—to the Committee on the Public Lands.

S. 1912. An act granting to the State of Washington 50,000 acres of land to aid in the continuation, enlargement, and maintenance of the Washington State Soldiers and Sailors' Home—to the Committee on the Public Lands.

S. 314. An act for the relief of persons who made the first payment for desert lands under the act of March 3, 1877, but who were unable to perfect entry thereof—to the Committee on the Public Lands.

Senate concurrent resolution 30:

Resolved by the Senate (the House of Representatives concurring). That the Secretary of War be, and he is hereby, authorized and directed to obtain from the Government engineers at Rock Island, Ill., a survey, estimate, and report as to the cost, necessity, and practicability of a lock in what is known as the dam between Sears Island and the main island of Rock Island—to the Committee on Rivers and Harbors.

The SPEAKER. The gentleman from New Hampshire.

Mr. SULLOWAY. I move that the House do now adjourn.

The motion was agreed to; and accordingly (at 3 o'clock and 31 minutes p. m.) the House adjourned.

EXECUTIVE COMMUNICATIONS.

Under clause 2 of Rule XXIV, the following executive communications were taken from the Speaker's table and referred as follows:

A letter from the Secretary of the Treasury, recommending the construction of a new light and fog signal at Oakland, Cal.—to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Secretary of the Navy submitting an estimate of urgent appropriation for the Marine Corps—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Secretary of War submitting an estimate of appropriation for enlarging facilities of powder depot near Dover, N. J.—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Commissioners of the District of Columbia submitting an estimate of additional appropriation for service of the District—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Secretary of War submitting an estimate of appropriation for purchase of land at Fort Leavenworth Military Reservation—to the Committee on Military Affairs, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Librarian of Congress submitting an estimate of appropriation for printing and binding—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Secretary of War submitting an estimate of urgent deficiency appropriation for construction

and repair of hospitals—to the Committee on Appropriations, and ordered to be printed.

A letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of John J. Turrentine, administrator of estate of Andrew McWilliams, against The United States—to the Committee on War Claims, and ordered to be printed.

A letter from the Secretary of the Treasury, relating to additional accommodations for the business of the subtreasury at San Francisco, Cal.—to the Committee on Appropriations, and ordered to be printed.

A letter from the Acting Secretary of the Interior, transmitting, with a copy of a communication from the Commissioner of Indian Affairs, recommendations as to the appointment of a commission to investigate the condition of the Mission Indians of Southern California—to the Committee on Indian Affairs, and ordered to be printed.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the several Calendars therein named, as follows:

Mr. LACEY, from the Committee on the Public Lands, to which was referred the bill of the House (H. R. 11536) to transfer certain forest reserves to the control of the Department of Agriculture, to authorize game and fish protection in forest reserves, and for other purposes, reported the same with amendments, accompanied by a report (No. 968); which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. MOODY of Oregon, from the Committee on Indian Affairs, to which was referred the bill of the House (H. R. 8760) to ratify an agreement with the Indians of the Klamath Indian Reservation, in Oregon, and making appropriations to carry the same into effect, reported the same without amendment, accompanied by a report (No. 969); which said bill and report were referred to the Committee of the Whole House on the state of the Union.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, private bills were severally reported from committees, delivered to the Clerk, and referred to the Committee of the Whole House, as follows:

Mr. WATSON, from the Committee on Naval Affairs, to which was referred the bill of the House (H. R. 2664) for the relief of John G. Rose, reported the same without amendment, accompanied by a report (No. 971); which said bill and report were referred to the Private Calendar.

Mr. MILLER, from the Committee on Claims, to which was referred the bill of the House (H. R. 6637) for the relief of Col. H. B. Freeman, reported the same with amendments, accompanied by a report (No. 972); which said bill and report were referred to the Private Calendar.

CHANGE OF REFERENCE.

Under clause 2 of Rule XXII, the Committee on Pensions was discharged from the consideration of the bill (H. R. 12572) granting an increase of pension to Martin O'Connor; and the same was referred to the Committee on Invalid Pensions.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS.

Under clause 3 of Rule XXII, bills, resolutions, and memorials of the following titles were introduced and severally referred as follows:

By Mr. CUSHMAN: A bill (H. R. 12595) to provide for the organization of private corporations in the district of Alaska, and for other purposes—to the Committee on the Territories.

By Mr. JOY (by request): A bill (H. R. 12596) to regulate judicial process in the United States courts of Missouri, and for other purposes—to the Committee on the Judiciary.

By Mr. FLYNN: A bill (H. R. 12597) to ratify and confirm an agreement submitted by the Kansas or Kaw Indians of Oklahoma and for other purposes—to the Committee on Indian Affairs.

By Mr. BULL: A bill (H. R. 12598) to regulate the number, rank, and pay of chaplains in the Navy—to the Committee on Naval Affairs.

By Mr. ROBERTS: A bill (H. R. 12599) authorizing and directing the Secretary of the Treasury to equip the Government building in the city of Lynn, Mass., with revolving doors and brass railings—to the Committee on Public Buildings and Grounds.

By Mr. CURTIS: A bill (H. R. 12647) authorizing the establishment of an agricultural station in the Indian Territory—to the Committee on Agriculture.

By Mr. DE ARMOND: A joint resolution (H. J. Res. 168) authorizing the Secretary of War to furnish to the city of Butler, Mo., condemned cannon, to be placed in the public square of said city—to the Committee on Military Affairs.

PRIVATE BILLS AND RESOLUTIONS.

Under clause 1 of Rule XXII, private bills of the following titles were introduced and severally referred as follows:

By Mr. ACHESON: A bill (H. R. 12600) granting an increase of pension to George S. Graham—to the Committee on Invalid Pensions.

By Mr. BATES: A bill (H. R. 12601) granting a pension to Gertrude W. Brown—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12602) granting an increase of pension to Amanda Burke—to the Committee on Pensions.

By Mr. CURRIER: A bill (H. R. 12603) granting an increase of pension to Augustus L. Cilley—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12604) for the relief of the legal representatives of George W. Soule—to the Committee on Claims.

By Mr. DE ARMOND (by request): A bill (H. R. 12605) for the relief of Albion Wood—to the Committee on War Claims.

By Mr. FOSS: A bill (H. R. 12606) for the relief of Charles Sommer—to the Committee on Invalid Pensions.

By Mr. HAMILTON: A bill (H. R. 12607) for the relief of George H. White—to the Committee on Military Affairs.

By Mr. JACKSON of Kansas: A bill (H. R. 12608) granting a pension to Hiram Whiteford—to the Committee on Invalid Pensions.

By Mr. KEHOE: A bill (H. R. 12609) granting a pension to James H. Moore—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12610) for the relief of Charles Sharpe—to the Committee on Military Affairs.

By Mr. LESTER: A bill (H. R. 12611) for the relief of Alexander J. Thompson—to the Committee on Pensions.

By Mr. MOODY of North Carolina: A bill (H. R. 12612) granting a pension to Moses F. Reese—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12613) granting an increase of pension to Rudison Crawford—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12614) granting an increase of pension to William E. Henry—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12615) granting an increase of pension to Charles McAllister—to the Committee on Invalid Pensions.

By Mr. MOON: A bill (H. R. 12616) to enable Samuel H. Jenkins, formerly of New York, N. Y., and now of Chattanooga, Tenn., to make application to the Commissioner of Patents for the extension of letters patent—to the Committee on Patents.

By Mr. NEVILLE: A bill (H. R. 12617) granting a pension to William H. Pettit—to the Committee on Invalid Pensions.

By Mr. RICHARDSON of Tennessee: A bill (H. R. 12618) granting an increase of pension to Martin O'Connor—to the Committee on Invalid Pensions.

By Mr. ROBB: A bill (H. R. 12619) to remove the charge of desertion from the military record of Eli Harvey—to the Committee on Military Affairs.

By Mr. SELBY: A bill (H. R. 12620) granting an increase of pension to John W. Chapman—to the Committee on Invalid Pensions.

By Mr. SHAFROTH: A bill (H. R. 12621) granting a pension to William Soderstrum—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12622) granting an increase of pension to Isabella Chivington—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12623) granting an increase of pension to Alfred O. Blood—to the Committee on Invalid Pensions.

By Mr. SHATTUC: A bill (H. R. 12624) granting an increase of pension to John Meehan—to the Committee on Invalid Pensions.

By Mr. SMALL: A bill (H. R. 12625) for the relief of the estate of Harry Downing—to the Committee on War Claims.

Also, a bill (H. R. 12626) for the relief of Henry Peal—to the Committee on War Claims.

Also, a bill (H. R. 12627) granting a pension to Margaret McGowan—to the Committee on Pensions.

Also, a bill (H. R. 12628) granting a pension to Eliza Woolard—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12629) to remove charge of desertion from the records of the Navy Department against Joseph Netherlands—to the Committee on Naval Affairs.

By Mr. SMITH of Kentucky: A bill (H. R. 12630) for the relief of D. J. K. Maddox—to the Committee on War Claims.

By Mr. WM. ALDEN SMITH: A bill (H. R. 12631) granting a pension to Chester Narragon—to the Committee on Invalid Pensions.

By Mr. SNODGRASS: A bill (H. R. 12632) granting an increase of pension to Bailey O. Bowden—to the Committee on Invalid Pensions.

By Mr. SULLOWAY: A bill (H. R. 12633) granting a pension to Cynthia E. Cobb—to the Committee on Invalid Pensions.

By Mr. TIRRELL: A bill (H. R. 12634) to correct the military record of John Milan—to the Committee on Military Affairs.

By Mr. YOUNG: A bill (H. R. 12635) granting an increase of pension to Albert L. Du Puget—to the Committee on Invalid Pensions.

By Mr. CURTIS: A bill (H. R. 12636) for the relief of Allison J. Pliley, of Kansas City, Kans., late a scout in the Eighteenth Kansas Cavalry Volunteers—to the Committee on Claims.

Also, a bill (H. R. 12637) for the relief of James Farrell—to the Committee on Claims.

Also, a bill (H. R. 12638) granting a pension to John W. Day—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12639) granting an increase of pension to John H. Shingle—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12640) granting an increase of pension to John Beck—to the Committee on Pensions.

Also, a bill (H. R. 12641) granting an increase of pension to Luther Kincaid—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12642) granting an increase of pension to Theophilus W. Milligan—to the Committee on Invalid Pensions.

Also, a bill (H. R. 12643) granting an increase of pension to Daniel Reilly—to the Committee on Invalid Pensions.

By Mr. ROBB: A bill (H. R. 12644) to authorize the Secretary of War to furnish an artificial leg to Allan P. Dace—to the Committee on Invalid Pensions.

By Mr. WHITE: A bill (H. R. 12645) for the relief of H. W. Jacobs—to the Committee on War Claims.

Also, a bill (H. R. 12646) for the relief of John W. Williams—to the Committee on War Claims.

PETITIONS, ETC.

Under clause 1 of Rule XXII, the following petitions and papers were laid on the Clerk's desk and referred as follows:

By Mr. ACHESON: Resolution of Mine Workers' Union No. 558, of McDonald, Pa., favoring extension of the Chinese-exclusion act—to the Committee on Foreign Affairs.

By Mr. BATES: Papers to accompany House bill for the relief of Edith Burke—to the Committee on Pensions.

By Mr. BELL: Resolutions of Miners' Unions of Cripple Creek, Gilman, and Altman, Colo., favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

Also, resolutions of Builders and Laborers' Union, Pueblo, Colo., and Theatrical Stage Employees of Cripple Creek, Colo., in favor of the Chinese-exclusion act—to the Committee on Foreign Affairs.

By Mr. BROMWELL: Papers to accompany House bill 2207, granting an increase of pension to Lewis Hahn—to the Committee on Invalid Pensions.

Also, paper to accompany House bill 5283, granting an increase of pension to Henry W. Shroder—to the Committee on Invalid Pensions.

Also, resolutions of Stone Masons' Union of Reading, Ohio, and Gas Fitters' Union No. 260, of Cincinnati, Ohio, concerning immigration—to the Committee on Immigration and Naturalization.

Also, resolution of Iron Molders' Union No. 4, Cincinnati, Ohio, concerning various legislative bills—to the Committee on Interstate and Foreign Commerce.

By Mr. BROWN: Resolution of the Chamber of Commerce of Milwaukee, Wis., for the passage of amendments to strengthen the interstate-commerce act—to the Committee on Interstate and Foreign Commerce.

By Mr. BROUSSARD: Papers to accompany House bill 11023, for the relief of L. B. Labarthe, administrator—to the Committee on War Claims.

Also, petition of Marion Simoneau, administrator of estate of Henry Robertson, deceased, for reference of war claim to the Court of Claims—to the Committee on War Claims.

By Mr. CANNON: Resolution of Cigar Makers' Union No. 80 and Bricklayers' Union No. 22, of Danville, Ill., and Stonecutters' Union of Joliet, Ill., favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. CASSINGHAM: Resolution of Railway Trainmen of Newark, Ohio, favoring restrictive immigration laws—to the Committee on Immigration and Naturalization.

By Mr. CONRY: Petition of board of aldermen of Boston, Mass., favoring the building of war vessels in the navy-yards—to the Committee on Naval Affairs.

Also, resolutions of Railway Trainmen of Boston, Mass., and Bricklayers' Union No. 3, of Boston, Mass., favoring a further restriction of Chinese immigration—to the Committee on Foreign Affairs.

By Mr. CURRIER: Petitions of Woman's Christian Temperance Unions of Marlboro, East Manchester, Boscawen, Littleton, Lempster, Webster, Rindge, and West Unity, N. H., for the passage of the antipolygamy amendment bill—to the Committee on the Judiciary.

Also, resolution of Interstate Irrigation Congress, favoring irrigation of arid lands, etc.—to the Committee on Irrigation of Arid Lands.

Also, resolution of Typographical Unions of Boise City, Idaho, and Charlestown, S. C., in opposition to House bill 5777, amending the copyright law—to the Committee on Patents.

Also, resolution of Mount Washington Lodge, No. 461, Brotherhood of Locomotive Firemen, Woodsville, N. H., favoring the anti-injunction bill—to the Committee on the Judiciary.

Also, resolution of Typographical Union No. 6, of New York City, urging the passage of the bill increasing the salary of letter carriers in cities of first class to \$1,200 and in cities of the second class to \$1,000—to the Committee on the Post-Office and Post-Roads.

Also, resolutions of Mount Washington Lodge, No. 276, of Concord, and Old Homestead Lodge, No. 319, of Keene, Association of Machinists, and Allied Metal Mechanics of Keene, N. H., for the passage of laws which will prevent the immigration of persons who can not read—to the Committee on Immigration and Naturalization.

By Mr. CROWLEY: Papers to accompany House bill 12409, granting a pension to James M. Peck—to the Committee on Invalid Pensions.

By Mr. CURTIS: Resolutions of Post No. 364, of Lakin, Kans., Grand Army of the Republic, favoring the construction of war vessels in the Government navy-yards—to the Committee on Naval Affairs.

Also, resolutions of Typographical Union and the Sunflower Union, of Topeka, Kans., and Cigar Makers' Union of Atchison, Kans., asking for reenactment of the Chinese-exclusion law—to the Committee on Foreign Affairs.

Also, resolutions of Barbers' Union, Typographical Union, Stonecutters' Union, and the Sunflower Union, of Topeka, Kans., Leather Workers' Union of Atchison, and Tailors' Union of Leavenworth, Kans., in favor of the exclusion of Chinese laborers—to the Committee on Foreign Affairs.

By Mr. DE ARMOND (by request): Petition of Albion Wood, son of Clifton Wood, deceased, for reference of war claim to the Court of Claims—to the Committee on War Claims.

By Mr. DEEMER: Resolution of A. F. Jones Post, No. 204, Condorsport, Pa., favoring the construction of war vessels in the Government navy-yards—to the Committee on Naval Affairs.

Also, resolutions of Retail Clerks' Union 102; Railroad Trainmen's Lodges Nos. 444 and 344, and Divisions 24 and 95, Railway Telegraphers, of Williamsport and Wellsboro, Pa., favoring the prohibition of immigrants, other than wives or children, who can not read—to the Committee on Immigration and Naturalization.

Also, petition of citizens of Galeton and Williamsport, Pa.; street railway employees of Williamsport, and Division 333, Railway Conductors, Renovo, Pa., favoring extension of the Chinese-exclusion act—to the Committee on Foreign Affairs.

By Mr. DOUGLAS: Resolutions of the New York Retail Grocers' Union, urging the passage of a bill reducing the duties on Cuban goods imported from Cuba to such a figure as will enable them to export their sugar and tobacco to this country at a fair profit—to the Committee on Ways and Means.

By Mr. EMERSON: Petitions of various labor organizations of the Twenty-third Congressional district of New York, favoring an educational test for restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. ESCH: Resolution of the Milwaukee Chamber of Commerce, for the passage of amendments to strengthen interstate-commerce act—to the Committee on Interstate and Foreign Commerce.

By Mr. GILLET of New York: Petition of S. A. Baly Post, No. 351, Grand Army of the Republic, Department of New York, for investigation of the administration of the Bureau of Pensions—to the Committee on Rules.

By Mr. GORDON: Resolutions of Order of Railway Conductors, Division No. 299, of Lima, Ohio, favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. HAMILTON: Resolutions of Marine Engineers' Beneficial Association No. 67, of Saugatuck, Mich., and Stonecutters' Union of Paw Paw, Mich., favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. HITT: Resolutions of Typographical Union and the Leather Workers' Union of Rockford Switchmen's Union and Locomotive Engineers' Union of Savanna, and International Association of Machinists of Freeport, all of Illinois, for the passage

of laws which will prevent the immigration of persons who can not read—to the Committee on Immigration and Naturalization.

Also, resolutions of Woodworkers' Union No. 171, of Rockford, Ill., favoring extension of the Chinese-exclusion act—to the Committee on Foreign Affairs.

Also, resolution of R. M. A. Hawk Post, No. 406, of Savanna, Grand Army of the Republic, Department of Illinois, favoring the construction of war vessels in the Government navy-yards—to the Committee on Naval Affairs.

By Mr. HOLLIDAY: Resolution of Mine Workers' Union No. 244, of Brazil, Ind., in favor of the exclusion of Chinese laborers—to the Committee on Foreign Affairs.

By Mr. HOWELL: Resolutions of Railroad Trainmen's Lodge No. 353, of Long Branch, N. J., for the passage of laws which will prevent the immigration of persons who can not read—to the Committee on Immigration and Naturalization.

By Mr. JACK: Papers to accompany House bill 8466, granting a pension to Lucinda A. Sirwell—to the Committee on Invalid Pensions.

By Mr. KETCHAM: Petition of Plumbers' Union No. 223, of Kingston, N. Y.; Lodge 462, of Poughkeepsie, N. Y., and Storm King Lodge, Railroad Trainmen, of Fishkill on the Hudson, N. Y., for an educational test in the restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. KNOX: Resolutions of Operative Plasterers' Union No. 102, Mule Spinners' Association, Carpenters' Union No. 111, and Tailors' Union No. 244, of Lawrence, Mass., and Society of Engineers and Cotton Spinners' Union, of Lowell, Mass., favoring an educational test in the restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. KYLE: Resolutions of Carpenters' Union and Boiler Makers' Union, of Springfield, Ohio; Broom Makers' Union, of Circleville, and Cigar Makers' Union and Retail Clerks' Union No. 99, of Piqua, Ohio, in favor of an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. LACEY: Resolutions of Oskaloosa Lodge, No. 152, Locomotive Engineers, favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. LESTER: Resolution of Division No. 218, Order of Railway Conductors, Savannah, Ga., asking for the passage of the Chinese-exclusion law—to the Committee on Foreign Affairs.

Also, resolution of Cigar Makers' Union No. 472 and Retail Clerks' Association, of Savannah, Ga., favoring exclusion of undesirable immigrants—to the Committee on Immigration and Naturalization.

By Mr. LITTAUER: Resolution of Stonecutters' Association, Gouverneur, N. Y., favoring restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. MANN: Papers to accompany House bill 12335, granting an increase of pension to Marion A. Mulligan—to the Committee on Invalid Pensions.

Also, resolution of Peoria Division, No. 79, Order of Railway Conductors, for legislation requiring greater safety in operating trains—to the Committee on Interstate and Foreign Commerce.

Also, resolutions of Freiheit Lodge, No. 337, Chicago, Ill., favoring the construction of war vessels in the United States navy-yards—to the Committee on Naval Affairs.

Also, resolution of Typographical Union No. 6, of New York City, relating to salaries of clerks in first and second class post-offices—to the Committee on the Post-Office and Post-Roads.

Also, resolution of Commercial Club of Chicago, Ill., favoring passing of competitive examination as a condition precedent to appointment of consuls—to the Committee on Foreign Affairs.

Also, resolution of the Illinois Manufacturers' Association, Chicago, Ill., for legislation amending the existing interstate-commerce act—to the Committee on Interstate and Foreign Commerce.

By Mr. MCCLEARY: Resolution of Northwestern Manufacturers' Association, of St. Paul, protesting against the passage of Senate bill 1118, limiting the meaning of the word "conspiracy," etc.—to the Committee on the Judiciary.

By Mr. MOODY of Oregon: Petition of Dr. Magill and other farmers and stock raisers of Izee, Grant County, Oreg., opposing the leasing of public lands for grazing purposes—to the Committee on the Public Lands.

Also, resolution of the trustees of the Chamber of Commerce of Portland, Oreg., favoring the admission of certain classes of Chinese merchants—to the Committee on Foreign Affairs.

Also, resolution of J. F. Miller Post, No. 42, Grand Army of the Republic, Department of Oregon, favoring the building of war ships in the navy-yards—to the Committee on Naval Affairs.

Also, resolutions of Typographical Unions No. 210, of Salem, and No. 58, of Portland, Oreg., urging continuance of Chinese-exclusion law—to the Committee on Foreign Affairs.

Also, resolution of Barbers' Union No. 75, Cigar Makers' Union

No. 202, Marine Engineers' Union No. 41, Typographical Union No. 58, Hard Wood Finishers' Union No. 187, and Division No. 50, Order of Railway Telegraphers, all of Portland, Oreg.—favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. NAPHEN: Resolution of Bricklayers' Union No. 3, Boston, Mass., asking for the reenactment of the Chinese-exclusion law—to the Committee on Foreign Affairs.

Also, resolution of Typographical Union No. 6, of New York City, urging the passage of bill increasing the salary of letter carriers in cities of first class to \$1,200, and in cities of the second class to \$1,000—to the Committee on the Post-Office and Post-Roads.

By Mr. NEVILLE: Papers to accompany House bill 12617, granting a pension to William H. Pettit—to the Committee on Invalid Pensions.

By Mr. OTJEN: Petition of Division 405, Brotherhood of Locomotive Engineers, favoring an educational test in the restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. RAY of New York: Resolutions of Brotherhood of Locomotive Engineers of Elmira, N. Y., urging the passage of the Hoar-Grosvenor anti-injunction bill—to the Committee on the Judiciary.

Also, resolutions of Paysons Lodge, Railroad Trainmen, Walton, N. Y., urging continuance of Chinese-exclusion law—to the Committee on Foreign Affairs.

Also, resolutions of Barbers' Union, Locomotive Engineers, and Association of Machinists, of Binghamton, N. Y.; Woodworkers' Union, of Waverly, N. Y., and Bricklayers' Union, of Ithaca, N. Y., favoring restrictive immigration—to the Committee on Immigration and Naturalization.

By Mr. ROBERTS: Resolution of Bay State Lodge, No. 88, Brotherhood of Railroad Trainmen, of Worcester, Mass., to exclude Chinese laborers—to the Committee on Foreign Affairs.

By Mr. ROBINSON of Indiana: Petition of C. Tresselt & Sons, Fort Wayne, Ind., in favor of the passage of House bill 8337—to the Committee on Interstate and Foreign Commerce.

By Mr. RUCKER: Resolution of Southern Lodge, No. 20, Railroad Trainmen, of Trenton, Mo., for an educational test in the restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. RUMPLE: Resolutions of Typographical Union of Clinton, Iowa, favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. RYAN: Resolution of the United Retail Grocers' Association of Brooklyn, N. Y., favoring the passage of House bill 9352, the pure-food bill—to the Committee on Interstate and Foreign Commerce.

Also, petition of Marine Cooks' Benevolent Association No. 54, Buffalo, N. Y., in favor of House bill 9053, to enforce law of domicile—to the Committee on Labor.

Also, resolution of the American Leather Company, in favor of the establishment of a department of commerce and industries—to the Committee on Interstate and Foreign Commerce.

By Mr. SELBY: Resolutions of Carpenters' Union No. 904 and Team Drivers' Union No. 336, of Jacksonville, Ill., favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

By Mr. SHERMAN: Petitions of labor organizations in the Twenty-fifth Congressional district of New York, favoring an educational test for restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. SLAYDEN: Petition of Plumbers' Union No. 142, of San Antonio, Tex., favoring an educational test for restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. SMITH of Kentucky: Papers of D. J. K. Maddox, in relation to war claim—to the Committee on War Claims.

By Mr. SPERRY: Petition of Painters and Decorators' Union No. 99, of Derby, Conn., for the further restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. STEWART of New York: Petitions of various labor organizations in the Twenty-first Congressional district of New York, for the further restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. SULLOWAY: Petition of Woman's Christian Temperance Union of Jefferson, N. H., for amendment of Constitution to prohibit and punish polygamy and defining legal marriage—to the Committee on the Judiciary.

By Mr. THAYER: Resolution of Bay State Lodge, No. 88, Brotherhood of Railroad Trainmen, Worcester, Mass., asking for the passage of the Chinese-exclusion law—to the Committee on Foreign Affairs.

By Mr. THOMAS of Iowa: Resolutions of Division 38, Order of Railway Conductors, Des Moines, Iowa, and Division 125, Rail-

road Engineers, Clinton, Iowa, urging the passage of the Hoar-Grosvenor anti-injunction bill—to the Committee on the Judiciary.

Also, resolution of Union No. 51, Sheet Metal Workers, of Sioux City, Iowa, urging continuance of Chinese-exclusion law—to the Committee on Foreign Affairs.

By Mr. WADSWORTH: Resolutions of Journeymen Stonecutters of Rock Glen; Retail Clerks' Union No. 146, of Lockport; Railroad Telegraphers, Order No. 20; Carpenters' Union No. 322, of Niagara Falls, and Lock City Lodge, No. 439, Association of Machinists, of Lockport, N. Y., favoring an educational test for restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. WILLIAMS of Illinois: Resolutions of Division 127, Locomotive Engineers, Flora, Ill., asking for a further restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. WOODS: Resolutions of Stockton ———, No. 56, Stockton, Cal., favoring a further restriction of Chinese immigration—to the Committee on Foreign Affairs.

Also, petition of officers of the California National Guard, favoring House bill 11654, increasing the efficiency of the militia—to the Committee on Militia.

By Mr. WRIGHT: Resolutions of Junior Machinists' Apprentices, Federal Labor Union, No. 9008, Susquehanna, Pa., favoring the construction of war vessels in the Government navy-yards—to the Committee on Naval Affairs.

By Mr. YOUNG: Resolutions of West Philadelphia Division, No. 162, Order of Railway Conductors, favoring an educational qualification for immigrants—to the Committee on Immigration and Naturalization.

Also, petition of Henry E. Billerbeck, Philadelphia, Pa., in favor of House bill 9352, the pure-food bill—to the Committee on Interstate and Foreign Commerce.

Also, petition of Philadelphia Printing Pressmen's Union, No. 4, protesting against the passage of Senate bill No. 2894 and House bill 5777, amending the copyright law—to the Committee on Patents.

Also, paper to accompany House bill No. 12635, granting a pension to Albert L. Du Puget—to the Committee on Invalid Pensions.

SENATE.

MONDAY, March 17, 1902.

The Senate met at 11 o'clock a. m.

Prayer by Rev. HENRY N. COUDEN, D. D., Chaplain of the House of Representatives.

The Secretary proceeded to read the Journal of Saturday's proceedings, when, on request of Mr. HALE, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. The Journal, without objection, will stand approved.

MISSION INDIANS OF SOUTHERN CALIFORNIA.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of the Interior, transmitting a letter from the Commissioner of Indian Affairs recommending the appointment of a commission of five citizens, to serve without compensation, to investigate the condition and needs of the Mission Indians of Southern California, and submitting an item to be incorporated in the Indian appropriation bill, appropriating \$2,500 for the expenses of that commission; which, with the accompanying papers, was referred to the Committee on Indian Affairs, and ordered to be printed.

PETITIONS AND MEMORIALS.

Mr. GALLINGER presented a petition of the Woman's Christian Temperance Union of Jefferson, N. H., praying for the adoption of an amendment to the Constitution to prohibit polygamy; which was referred to the Committee on the Judiciary.

He also presented a petition of Coopers' Local Union No. 120, American Federation of Labor, of Nashua, N. H., praying for the enactment of legislation providing an educational test for immigrants to this country; which was ordered to lie on the table.

He also presented a petition of Rumford Grange, Patrons of Husbandry, of Concord, N. H., praying for the establishment of reciprocal trade relations with Cuba; which was referred to the Committee on Relations with Cuba.

He also presented a petition of Granite Cutters' Local Union, American Federation of Labor, of Fitzwilliam, N. H., and a petition of Coopers' Local Union No. 120, American Federation of Labor, of Nashua, N. H., praying for the reenactment of the Chinese-exclusion law; which were ordered to lie on the table.

He also presented petitions of sundry citizens of Rumney, Wentworth, Peterboro, and Plymouth, all in the State of New Hampshire, praying for the passage of the so-called Grout bill, to